MINUTES

PUBLIC UTILITIES COMMISSION

JANUARY-JUNE 1974

RESOLUTIONS 74-0001 - 74-0239

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MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

January 8, 1974

COMMISSIONERS

H. Welton Flynn, President

Oliver M. Rousseau, Vice President

Joseph J. Diviny

Louis A. Petri

Joseph P. Byrne

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Oliver M. Rousseau, Joseph J. Diviny, Joseph P. Byrne

Absent: Commissioner Louis A. Petri

The minutes of the regular meeting of the Commission held December 11, 1973 were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0001 M

Applications with the Department of Transportation United States of America, for grants under the Urban Mass Transportation Assistance Act of 1964, as amended, for financial aid in connection with the following three programs of the Municipal Railway Transit System:

Municipal Railway Transit Equipment Program - Supplementary Amendment - $ 8,310,000

Municipal Railway Transit Improvement Program - Supplementary Amendment -$36,888,000

Municipal Railway System Improvement Program - $35,968,000

Vote: Ayes-Flynn, Rousseau, Diviny, Byrne

Commissioner Rousseau was excused at 4:10 p.m.

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0002 H

Approval of Department of Public Works' proposal for street lighting on Powell and Stockton Streets

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0003 H

Approval of Department of Public Works' proposal for street lighting in Midtown Terrace (Stage 1)

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0004 H

Supplemental Appropriation - $28,509 Real Estate Taxes

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0005 H Supplemental Appropriation - $998 Wage Adjustment, Painter

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0006 H Approving collections and transfer of damage claims by Bureau of Light, Heat and Power

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0007 W Award of WD Contract No. 1632 - Laying of 6-Inch and 8-Inch Ductile Iron Mains in Gough, Sacramento, and California Streets to Kennelly and Regan Construction, South San Francisco - Net amount, $60,412.00

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0008 W Completion of WD Contract No. 1607 - Laying of 16-Inch Ductile Iron Main in Jackson, Taylor, and Other Streets - W. L. Fairey, Contractor - $162,298.70, as modified

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0009 W Settlement of claim of Pacific Gas and Electric Company - $4,000

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0010 W Supplemental Appropriation - $7,905 Real Estate Taxes

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0011 W Supplemental Appropriation - $998 Wage Adjustment Painter

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0012 W Write-off of accounts receivable, November 1973 Water Department

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0013 W Award of WD Contract No. 1621 - Laying of 8-Inch Ductile Iron Main in Montcalm Street between Peralta Avenue and Macedonia Street - W.L.Fairey Palo Alto - Net amount, $14,350.00

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0014 W Application for Water Supply for Resale purposes City of Santa Clara

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0015 W Award of WD Contract No. 1510 - Sunol Valley Water Filtration Plant Enlargement - Dan Caputo Company of San Jose - Amount, $4,756,970.00

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0016 W Approving collection of claims for damages - December 1973

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0017 W Modification of Professional Services Contract with W. A. Wahler and Associates - $10,000 debit

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0018 M Supplemental Appropriation - $23,280 Retroactive Permanent Salaries - Court Order

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0019 M Supplemental Appropriation - $992 Wage Rate Adjustment, Painter

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0020 M Approving payment of claims - Municipal Railway Revolving Fund - $29,897.76

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0021 M Approving compromise settlements and collections of damage claims - November 1973

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0022 M Muni Monthly Pass - Setting February 12, 1974 at 2:30 p.m. as date of public hearing

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0023 In Memoriam - Donald A. Cameron - Member, Public Utilities Commission, February 1, 1949 to October 29, 1956

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0024 In memoriam - John P. Degnan, M.D. - Member, Yosemite Park pioneer family, physician for Hetch Hetchy dam crews during construction period.

Vote: Ayes-Flynn, Diviny, Byrne

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0001-MR Approving payment of claims against the Municipal Railway in total amount of $99,805.05

Vote: Ayes-Flynn, Diviny, Byrne

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Special Order of Business - 2:30 p.m.

PUBLIC HEARING - On proposed applications with the Department of Transportation, United States of America, for grants under the Urban Mass Transportation Assistance Act of 1964, as amended, for financial aid in connection with three programs of the Municipal Railway Transit System:

Municipal Railway Transit Equipment Program - Approximately $8 Million

Municipal Railway Transit Improvement Program - Approximately $36 Million

Municipal Railway System Improvement Program - Approximately $31 Million

Commission Secretary John C. Farrell detailed extensive staff efforts to publicize the meeting in keeping with Department of Transportation directives setting forth capital grant application procedures and requirements.

The hearing was advertised in the official City and County newspaper, San Francisco Examiner, on December 8 and December 19--more than 30 days before the date of hearing. Official notification of the meeting was also printed in two separate publications of the Sun Reporter, San Francisco Progress, Chinese Times, and Young China Daily. In addition, news material was furnished to all local newspaper, radio and TV stations on December 12. Notices with details of the program were mailed to all neighborhood merchant associations, civic and improvement organizations, and area clubs. Labor unions were notified individually.

Mr. Farrell said the grant applications under consideration by the Commission for approval were as follows:

Amendment to the Transit Equipment Program, UMTA Project CA-03-0022, amount $8,310,000.

Amendment to the Transit Improvement Program UMTA Project CA-03-0043, amount $36,888,000

A new grant application for the System Improvement Program, amount $35,968,000.

President H. Welton Flynn opened the hearing.

He stated that staff as directed by John D. Crowley, General Manager of Public Utilities, would make a brief explanation of the capital improvement programs of the Municipal Railway; after which the meeting would be opened to public participation.

Mr. Crowley explained that to conform with Department of Transportation requirements, an official transcript of the hearing would be made.

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, summarized the Municipal Railway modernization program--from November, 1966, when the citizens rejected a $95-million bond issue for equipment and facilities to rehabilitate the system, through July, 1968, when the non-profit corporation method of financing was adopted and the San Francisco Municipal Railway Improvement Corporation (SFMRIC) incorporated for the purpose of obtaining funds for the needed improvements. The first of the capital improvement program projects was submitted for partial funding by Federal grant from UMTA under provisions of the Urban Mass Transportation Act of 1964. At that time, maximum Federal participation was fifty percent of the cost. Subsequently, this was raised to two-thirds of the cost, and then under recently-enacted legislation to the present eighty percent of the cost.

The Municipal Railway currently has two improvement programs underway; namely, the Transit Equipment Program (TEP) and the Transit Improvement Program (TIP). Each program has been approved by UMTA for Federal participation in its funding.

It has now become evident that each program will require additional funding in order to meet the objectives established for each program. The TEP will need to have engineering and contingency funds established since they were not included in the original application. In addition, additional funds will be required to acquire the remaining 208 trolley coaches since their estimated cost is considerably in excess of the original amount estimated. It is proposed to submit to UMTA an amendment to the TEP in the additional amount of $8,310,000.

In the case of the TIP, inflationary trends in construction costs have far exceeded those projected at the time of the original UMTA application in 1971 and increased requirements have made it necessary to obtain additional funding in order to provide those capital improvements for the Muni that will provide for its basic needs. Detailed engineering studies and assessment of needs have revealed that practically each project in the TIP is underfunded. Consequently, it is proposed to submit to UMTA an amendment to the TIP in the additional amount of $36,888,000.

During the past two years studies have been underway to determine the additional overall improvements to the Muni that will be required to make it the first class transportation system to which the citizens of San Francisco are entitled. A new program, entitled the System Improvement Program (SIP), is now proposed to cover these additional requirements. The SIP includes increases in the number of new rolling stock in the form of additional transit cars, trolley coaches and buses. Also included are projects involving new trackwork and a new

Muni headquarters building, together with a number of other ancillary projects for system improvement. It is proposed to submit a formal application to UMTA for this new program in the total amount of $35,968,000.

Dr. Christensen pointed out that these programs started out on a meager Spartan basis, with City anticipating it would pay one hundred percent of the cost. Only through development of the non-profit corporation and the additional funds provided by UMTA did the program progress. He said the three programs being presented ($18 million) will hopefully be supported by UMTA eighty percent, with the balance of twenty percent ($16 million) being derived over a period of five years from non-profit corporation and utilization of Metropolitan Transportation Commission (MTC) allocations from the State sales tax on gasoline.

Rino Bei, Program Manager of the Transit Improvement Program, then gave a brief description of each of the project line items contained in the three grant applications.

Following a period of discussion by the Commissioners, the meeting was opened for statements from the audience.

The following were proponent speakers:

John N. Jacobs, SPUR (San Francisco Planning and Urban Development)
David Lacey, SPEAK (Sunset Parkside Education and Action Committee) Chairman, Streets & Transportation Committee

*Marguerite Warren, Sunset Community Improvement Club

James MacDougall, Metropolitan Transportation Commission

Al Provenzano, International Representative, Transport Workers Union

Lewis Lindsay

* Miss Warren generally urged that the funds needed to improve the public transit in San Francisco be granted. However, she said her organization was not in accord with the concept of a raised streetcar right-of-way and no left-hand turns on Judah and Taraval Street (N and L Lines), and wished to register dissent in this regard.

Dr. Christensen stated that what the Commission was approving at this time was the budget which would be submitted to the Department of Transportation in connection with the three grant applications. The individual detail application of the line items was not being discussed now. These would all be gone over when the new SIP project and TEP and TIP project amendments go before the Art and City Planning Commissions subsequent to approval of the budget. He said that as in the case of the Sunset District streetcar crossover, any controversial item would be placed in suspension. The City is not making an effort to move forward under duress without acquiescence of the majority of the citizens in the area.

Commissioner Flynn suggested that the staff bring into focus the concerns of the Sunset Community Improvement organization and work with Miss Warren on the matter.

The Secretary read two letters endorsing the programs from:

1) Richard Buschman, Buschman Realty, 1018 Taraval Street, member of Taraval Parkside Merchants Association

   (Also containing statement supporting the Judah Street Plan for improved service, with raised r/w the entire length.)

2) Norman Rolfe, Chairman, Transportation Committee, San Francisco Tomorrow

   (Also stating the Embarcadero spur location should be studied further as to concept only.)

Thereupon, the Commission unanimously approved the grant applications and requested the matter be submitted to the Mayor and Board of Supervisors for authorization to execute and file the applications with the Department of Transportation on behalf of the City and County of San Francisco.

A complete transcript of the public hearing is on file with the Secretary in the offices of the Public Utilities Commission.

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Resolution No. 74-0014, approving application for Water Supply for Resale Purposes from the City of Santa Clara, for a 10-year period under a maximum-minimum schedule.

Arthur H. Frye, Jr., Water Department General Manager, explained that this is for a portion of Santa Clara which lies north of the Bayshore Highway. Their current planning provides that this area shall receive a supply from the Santa Clara County Flood Control and Water District eventually, but at the present time there is not sufficient development in the area to warrant the extension of their pipeline to the area.

A review of San Francisco's water supply potential in light of present-day population trends and new population growth policies shows adequate water to provide this interim service, and the additional revenue based on minimum service throughout the 10-year period at current rates will total $590,000. Actual sales will, no doubt, increase this figure.

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Communications:

Secretary read a letter from Supervisor Robert E. Gonzales, dated January 7, 1974, endorsing the concept of the issuance of a Municipal Railway monthly pass.

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General Manager of Public Utilities Items:

Mr. Crowley announced the appointment of Merrill R. Cohn, to the position of Transit Equipment Engineer for the Municipal Railway. Mr. Cohn who has been Assistant Project Director of the Transit Task Force for the last five years, placed Number 1 in the Civil Service Commission nationally-advertised examination. He will report to work on February 27.

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George Duarte of Boston, Massachusetts, who placed Number 1 in the examination for Municipal Railway Deputy General Manager-Engineering, has been notified of the award of the position to him. He has ten days in which to notify the City of his acceptance.

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Municipal Railway General Manager John M. Woods, announced that on January 7, the Urban Mass Transportation Administration received two invited proposals for developing the Kinetic Energy Wheel. Dr. Christensen and Mr. Woods are going to Washington on an evaluation team to make recommendations to UMTA as to who should be awarded the contract.

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ROLL CALL:

On motion of Commissioner Diviny, seconded by Commissioner Byrne, the Commission adopted Resolutions No. 74-0023 and 74-0024, expressing sympathy, and adjourned its meeting this day out of respect to the memory of deceased as follows:

Donald A. Cameron, member of the Public Utilities Commission
February 1, 1949 to October 29, 1956

John P. Degnan, M.D., member of Yosemite Park pioneer family,
and physician for Hetch Hetchy Project dam crews during
construction period.

THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0001

WHEREAS, The Municipal Railway, a department under the jurisdiction of this Commission, has underway two improvement programs, known as the Transit Equipment Program (TEP) and the Transit Improvement Program (TIP), and which are partially funded by grants from the Urban Mass Transportation Administration of the United States Department of Transportation under the provisions of the Mass Transportation Act of 1970; and

WHEREAS, After thorough studies of the projects included in these programs it has been determined that additional funding will be required in order to meet the objectives of each program; and

WHEREAS, It has also been determined that additional projects will be required to further develop the rehabilitation of the Municipal Railway; and

WHEREAS, Said additional projects have been combined into a new program to be known as the System Improvement Program (SIP); and

WHEREAS, Grant applications to the Urban Mass Transportation Administration have been prepared for amendments to the Transit Equipment Program (UMTA Project CA-03-0022) and the Transit Improvement Program (UMTA Project No. CA-03-0043) and for a new grant application for the System Improvement Program; and

WHEREAS, A public hearing was held on these applications at the meeting of this Commission on January 8, 1974, due notice of said public hearing having been published in the local press, including those oriented to minority readerships; now, therefore, be it

RESOLVED, That this Commission does hereby approve said applications; and be it further

RESOLVED, That this Commission does hereby request the Mayor to recommend to the Board of Supervisors to authorize this Commission,

acting through the General Manager of Public Utilities, to execute and file said grant applications on behalf of the City and County of San Francisco with the U.S. Department of Transportation and to accept grants to aid in the financing of these capital improvement programs of the Municipal Railway generally described as acquisition of real and personal property for the operation of the Municipal Railway and urban mass transportation project and to furnish such additional information or execute assurances as the Department of Transportation may require in connection with said applications.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 8 1971

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0002

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 32 mercury vapor street lights on Powell and Stockton Streets, between California Street and Broadway as depicted in their Drawings A-38,194 through A-38,196; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Powell and Stockton Streets between California and Broadway with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 8 1974

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-1003

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 44 mercury vapor street lights in Midtown Terrace (Stage 1), as depicted in their Drawings A-38,562 through A-38,564; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Midtown Terrace (Stage 1) with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0001

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water and Power as follows:

From:	Account No. 1990 Unappropriated Balance of Funds Hetch Hetchy Water and Power	$28,509
To:	Appropriation 3.755.800.000 Fixed Charges	28,509

to provide funds for the second and final installment of Real Estate Taxes for fiscal year 1973-1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0011

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water and Power to adjust the wage rates for Class 7346 - Painter for the 1973-1974 Fiscal Year as established in compliance with Charter Section 8.403.

From:	Appropriation 3.755.130.000 - Wages	$885
	" 3.755.863.000 - Mandatory Fringe Benefits	113
To:	Appropriation 3.755.199.000 - Compensation Reserve	$885
	Account No. 1990 - Unappropriated Balance of Funds Hetch Hetchy Water and Power	113

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 8 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0006

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections and damage claims which the Department has against miscellaneous debtors made during the month of November, 1974.

Bureau of Light, Heat and Power	$1,356.37
Bureau of Delinquent Revenue	1,770.16
	$3,126.53

RESOLVED, That this Commission hereby approves the transfer of delinquent accounts in the amount of $1,998.37 from the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 71-0007

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1632 - Laying of 6-Inch and 8-Inch Ductile Iron Mains In Gough, Sacramento and California Streets - to Kennelly and Regan Construction in the net amount of $60,412.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 6, 1971

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0008

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $4,965.00; approves Final Payment in amount of $8,601.80, in favor of W. L. Fairey under Water Department Contract No. 1607, Laying of 16-Inch Ductile Iron Main in Jackson, Taylor and Other Streets, and allows twenty three (23) working days unavoidable delay due to ten (10) working days excavating test holes, two (2) working days interference from a movie company, one (1) working day equipment breakdown, seven (7) working days waiting for connections, and three (3) working days waiting for chlorination.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 8 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0009

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer, San Francisco Water Department, and the City Attorney, this Commission approves and hereby requests the Controller to draw warrant in favor of PACIFIC GAS AND ELECTRIC COMPANY in the amount of $4,000.00, in settlement of claim against the SAN FRANCISCO WATER DEPARTMENT, arising from damage to claimant's property on April 18, 1973, at Olympia and Dellbrook Streets, San Francisco, California.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0010

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for the San Francisco Water Department as follows:

From:	Account No. 1990 Unappropriated Balance of Funds San Francisco Water Department	$7,905
To:	Appropriation 3.745.800.000 Fixed Charges	7,905

to provide funds for the second and final installment of Real Estate Taxes for fiscal year 1973-1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 74

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0011

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department to adjust the wage rates for Class 7346 - Painter for the 1973-1974 Fiscal Year as established in compliance with Charter Section 8.403.

From:	Appropriation 3.745.130.000 - Wages	$885
	" 3.745.863.000 - Mandatory Fringe Benefits	113
To:	Appropriation 3.745.199.000 - Compensation Reserve	$885
	Account No. 1990 - Unappropriated Balance of Funds - San Francisco Water Department	113

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 8 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 74-0012

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of November 1973, in the amount of $1,935.77 per San Francisco Water Department list of November 30, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 74

John A. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 91-0013

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1621 - Laying of 8-Inch Ductile Iron Main in Montcalm Street between Peralta Avenue and Macedonia Street - to W. L. Fairey in the net amount of $14,350.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 7[illegible]-00[illegible]

RESOLVED, That this Commission authorizes the General Manager and Chief Engineer of the San Francisco Water Department to execute the Application for Water Supply for Resale Purposes from the City of Santa Clara to provide water service to areas north of Bayshore Highway for a ten year period under a maximum minimum schedule, all in accordance with the terms of an approved application and current Rules and Regulations.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0015

RESOLVED, That this Commission awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1510 - Sunol Valley Water Filtration Plant Enlargement - to Dan Caputo Company in the amount of $4,756,970.00, and all other bids for the above described work are hereby rejected.

BE IT FURTHER RESOLVED, That the Controller approves a transfer of funds as follows:

From unallocated construction funds to Contract WD-1510	$200,000.00
From funds for Rehabilitation of Dumbarton Pipeline Bridge to Contract WD-1510	156,970.00
Total Transfer of Funds	$356,970.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 8 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No: 74-0016

RESOLVED, That this Commission hereby approves collections, month of December 1973, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $2,552.70 for claims paid in full and $128.51 for partial payments, for a total of $2,681.21, per list dated December 31, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 8, 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0017

WHEREAS, a professional services contract with W. A. Wahler and Associates was authorized by Public Utilities Commission Resolution No. 73-0369 dated October 9, 1973, and

WHEREAS subject contract allows a maximum fee of $87,500 for the work to be done by the Consultant, and

WHEREAS the Water Department engineering staff has determined that additional subsurface investigation is needed to determine the amount, location and availability of suitable rock materials situated in the borrow area in order to eliminate Contractor contingency factors, and

WHEREAS Consultant has offered to do the required work and make a report for a maximum additional fee of $10,000,

THEREFORE, BE IT RESOLVED that the maximum Consultant's fee be increased from $87,500 to $97,500 to cover the additional work needed.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 71-0018

WHEREAS, Retroactive payment of compensation to miscellaneous salaried employees subject to Charter section 8.400 for the period July 1 through 14, 1970 has been mandated by court order; now, therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's Request for Supplemental Appropriation in the amount of $23,280 to the credit of the following appropriations:

3.735.175.000.000	
Retroactive Permanent Salaries, Court Order	$20,878
3.735.863.000.000	
Mandatory Fringe Benefits (Transfer to 3.697.860.000)	2,402

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible] 0019

WHEREAS, The 1973-74 Salary Standardization Ordinance for miscellaneous per diem employees provided for two (2) positions in the San Francisco Municipal Railway at a wage rate in excess of that finally approved by the Federal Pay Board; now, therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendations to the Board of Supervisors for approval of Municipal Railway's Request for Supplemental Appropriation in compliance with Charter section 8.404 in the amount of $992, to the credit of the following appropriations:

From:	3.735.130.002.000 Wages - Miscellaneous Employees (per diem)	($884)
	3.735.863.000.000 Mandatory Fringe Benefits (Transfer from 3.697.860.000)	($108)
To:	3.735.199.000.000 Compensation Reserve	$992

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0020

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $29,897.76, made by the Municipal Railway, month of November, 1973, per Revolving Fund Payment Requests Nos. 6493, 6499, 6512, 6519, 6520, 6527 and Request for Warrant Nos. 73-57 and 73-59.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of November 1973 - total amount billed: $1,208.41; total compromise settlements: $756.39 - and approves Collections, month of November, 1973, amount of $10,924.42, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of December 3, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0022

RESOLVED, That this Commission hereby sets Tuesday, February 12, 1974, at 2:30 p.m., as the date for public hearing for the purpose of considering issuance of a Muni Monthly Pass by the Municipal Railway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0023

WHEREAS, This Commission has noted with sincere personal regret and a deep sense of civic loss the death of Donald A. Cameron on December 23, 1973; and

WHEREAS, Mr. Cameron was a man of brilliant intellect and many accomplishments, a highly respected and dearly beloved member of the business community, civic leader, prominent director of the San Francisco Real Estate Board, foreman of the 1946 County Grand Jury and government official, with true dedication to the welfare of San Francisco, his native city; and

WHEREAS, Mr. Cameron served as a member of the Public Utilities Commission from February 1, 1949 to October 29, 1956, bringing to the position a wealth of knowledge and executive experience which contributed greatly to the success and economic growth of the public service enterprises under his jurisdiction; and

WHEREAS, This Commission, its executives and employees, will always cherish his memory with fond and loving respect; now, therefore, be it

RESOLVED, That this Commission does by this means extend to the family of the deceased its most heartfelt sympathy over the loss of a kind and loving husband and father; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is hereby directed to present to the family of Donald A. Cameron a suitable copy of this resolution as a token of the high esteem in which his memory is held.

Mayor	President
General Manager of Public Utilities	Vice President
	Commissioner
	Commissioner
	Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of January 8, 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0024

WHEREAS, This Commission has noted with sincere personal regret and a deep sense of loss the death of Doctor John P. Degnan on January 3, 1974; and

WHEREAS, Doctor Degnan was a man of brilliant intellect and many accomplishments, a highly respected and dearly beloved member of the medical profession; and

WHEREAS, Doctor Degnan among his many accomplishments unselfishly served the City and County of San Francisco as a resident physician during the construction of the Hetch Hetchy water project; and

WHEREAS, This Commission, its executives and employees, will always cherish his memory with fond and loving respect; now, therefore, be it

RESOLVED, That this Commission does by this means extend to the family of the deceased its most heartfelt sympathy over the loss of a kind and loving brother and father; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is hereby directed to present to the family of Doctor Degnan a suitable copy of this resolution as a token of the high esteen in which his memory is held.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of January 8, 1974

John C.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0001-MR 1-8-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD	Settlement
Non-litigated Settlement					
Mae Ellen Muhlbach	72 T 1219-1 ($15,000.00)	13-1+	2-23-73	A	$ 5,200.00
Litigated Settlement					
Randall Wong	71 C 0264-8 ($10,000.00)	11-3	11-27-71	A	1,800.00
Litigated Settlements - CA Office					
Ann Bazlamit	69 S 0273-1 ($40,000.00)	4-9	10-12-69	A	2,250.00
Connie Conyers	68 B 2848-1 ($50,000.00)	2-7	4-13-69	A	3,000.00
Mary Helen Goudey	72 T 1119-1 ($50,000.00)	1-7+	2-8-73	A	11,000.00
Margaret L. Hirrlinger	67 B 3512-1 ($50,000.00)	1-8	4-10-68	A	5,000.00
Tibor Landsmann and Gary Weinberg aka Gary J. Weinberg	69 B 0165-1 ($25,000.00)(Landsmann)	6-3	7-18-69	(A $3,000)	
	69 B 0165-2 ($25,000.00)(Weinberg)	6-3	7-18-69	(A $ 500)	3,500.00
Ines MacQuarrie	68 B 3547-1 ($85,000.00)	1-4	6-23-69	A	24,000.00
George A. Marshall aka George A. Marshall Jr.	71 B 2009-1 ($3,500.00)	5-3	3-22-72	(A $957.45) (B $742.55)	1,700.00
Lois McKinney	70 B 1203-1 ($125,000.00)	6-6	12-4-70	A	4,000.00
Joseph Moran aka Joseph Morgan	70 C 0362-1 ($300,000.00)	9-6	1-30-71	A	3,800.00
Margaret Petrie	69 B 0245-7 ($15,000.00)	6-3	7-28-69	A	2,500.00
Dorothy Reid	70 S 0415-1 ($35,000.00)	1-7	12-21-70	A	5,000.00

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Jose Sanchez	68 B 3570-1 ($200,000.00)	23-1+	6-25-69	A	$ 3,000.00
Aurora Soto	70 T 0393-2 ($150,000.00)	4-9	9-8-70	A	8,500.00
Barbara Spears (now an adult)	69 B 1830-1 ($25,000.00)	2-7	1-9-70	A	9,000.00
Judgment					
Marie Wong (now an adult)	70 C 0002-5 ($50,000.00) (includes $305.05 costs, plus interest if demanded) (co-defendant to pay same)	1-8	7-1-70	A	6,555.05
					$ 99,805.05

Appro. 3.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 8, 1974.

John C. [illegible]

Secretary and Assistant General Manager

ORIGINAL

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

PUBLIC HEARING

In re: Proposed Application
for Grant - $81,000,000
Amendments to UMTA Projects
CA-03-0022 and CA-03-0043
and New System Improvement
Program
Municipal Railway

REPORTER'S TRANSCRIPT

January 8, 1974
2:30 o'clock P.M.
Room 282, City Hall

SARAH W. HUNTER, Reporter

SINCE 1931
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COMMISSIONERS

H. Welton Flynn, President

Oliver M. Rousseau, Vice President

Joseph P. Byrne

Joseph J. Diviny

Louis A. Petri (not present)

ALSO PRESENT:

John D. Crowley, General Manager of Public Utilities

John C. Farrell, Secretary and
Assistant General Manager
Administrative

John M. Christensen, Assistant General Manager
Finance

John M. Woods, General Manager, Municipal Railway

Rino Bei, Project Manager

WITNESSES:

John H. Jacobs, San Francisco Planning and
Urban Renewal Association (SPUR)

David Lacey, Sunset-Parkside Education and
Action Committee (SPEAK)

Marguerite Warren, Sunset Community Improvement Club

James MacDougall, Metropolitan Transit Commission

Al Provenzano, Transport Workers Union of America

Louis Lindsay

PROCEEDINGS

PRESIDENT FLYNN: Calendar?

MR. FARRELL: Special order of business, Public Hearing on Proposed Applications with the Department of Transportation, United States of America, for three grants under the Mass Transportation Assistance Act of 1964, as amended, for financial aid in connection with three programs for the Municipal Railway.

The programs are: Transit Equipment Program - $8,310; Transit Improvement Program - $36,888,000; System Improvement Program - $35,968,000.

In keeping with the directive from the Department of Transportation, we have made a great effort to publicize this hearing. This hearing was advertised in the official City and County newspaper, the San Francisco Examiner, on December 8 and December 19. It appeared in the Sun Reporter on December 15 and December 29, the San Francisco Progress on December 12 and December 14, the Chinese Times on December 13 and December 20, and the Young Chinese Daily on December 15 and December 17.

We have furnished news material to all local newspapers, radio and TV stations, and this was done on December 12.

Notices with details of the programs were mailed to all neighborhood merchants' associations, including, among others, San Francisco Council of District Merchants Association; Mr. Edward Lawson, San Francisco Chamber of Commerce; San Francisco Tomorrow; Mr. Lloyd Pflueger of the Downtown

Association; SPUR, that is, San Francisco Planning and Urban Development; Miss Marguerite Warren, of the Sunset Community Improvement Club; Mr. John Flink, of SPEAK; the Sunset Park Education and Action Committee; Pacific Gas and Electric Company; the League of Women Voters, and San Francisco Beautiful.

All of the labor unions have been notified individually, including Mr. John F. Crowley, Secretary of the Labor Council; Mr. Franz Glen, Business Representative, International Brotherhood of Electrical Workers; Mr. Al Provenzano, International Representative, Transport Workers Union of America.

Dr. John M. Cristensen, Jr., Assistant General Manager of Finance, will briefly explain the Improvement Programs of the Municipal Railway.

As this is a public hearing, the public is invited to speak. It would be appreciated if the explanation could be completed in its entirety before public participation.

MR. CROWLEY: Mr. President, I might announce that, since this is an application for a federal grant, we have a court reporter here recording everything that is said, and this transcript will be sent to Washington. So, with that, we hope that, when you ask questions or recite the facts, your honest questions, but if you can, hold it down to get the meat in as few words as possible, because everything has to be recorded and sent on to Washington.

PRESIDENT FLYNN: Thank you very much.

Before you start, are you taking cards now,

Mr. Secretary?

MR. FARRELL: We are taking cards, right.

PRESIDENT FLYNN: If there is someone in the audience who would desire to speak after the presentation is made, would you please file a card with the Secretary, and we will call you in the order the cards are filed.

DR. CHRISTENSEN: Mr. President, fellow Commissioners, in November of 1966 the citizens of the City and County of San Francisco rejected a bond issue of $95,000,000 for equipment and facilities to rehabilitate some of the more decrepit parts of the Municipal Railway.

No motor coach improvements had been made since 1950. The newest coaches that were on the streets were obtained in 1960. The average miles on the street cars was over 700,000 miles per car. No new trolley coaches had been obtained for 17 years.

The situation was getting more and more desperate as far as keeping the vehicles operating and serving the citizens of the community.

A financial approach was taken, so that by July of 1968 the San Francisco Municipal Railway Improvement Corp. had been formed, incorporated, for the purpose of obtaining funds to provide for the needed improvements that were evident.

On August 19, 1968, the first of our Improvement Programs was submitted to the Urban Mass Transportation Administration. This was a Transit Equipment Program that totaled $51,000,000, and it requested one-half UMTA funding,

so that we moved, from 1966, when we were attempting to rehabilitate our system at 100 per cent cost from the City to a position where we were seeking 50 per cent support from the Federal Government.

On December 4 of 1968 UMTA approved 200 buses for the City from the Transit Equipment Program. These were to be supported at 50 per cent.

On April 28, 1971, two and a half years later, we received final approval of the Transit Equipment Program, and it was still at 50 per cent.

Subsequently, the community was qualified to receive an additional one-sixth, which applied to all but the original 200 buses so that we moved now from a 50 per cent support by the Federal Government to two-thirds support for the latter part of the Transit Equipment Program.

On the 25th of June, 1971, the Transit Improvement Program was submitted, for $44,000,000. On the 8th of November of '71, UMTA approved $29,000,000 of the $44,000,000, with two-thirds support.

On the 6th of June, 1972, they approved the balance of the Program, for $43.2 million. This included everything that was in the program originally, with the exception of the connector between the L and N line across Sunset Boulevard, which item is currently in suspension.

On February 22, 1972, we submitted the Power Improvement Program to UMTA, in an area of $30,000,000. This was to improve all of the overhead, and to underground the feeder cables into the many electrical systems.

On the 17th of April of this past year, 1973, UMTA approved this project with two-thirds funding.

Now, the important thing to recognize, as we have developed these programs, is that they started out on a very meager, Spartan basis, with the City anticipating 100 per cent of the support necessary. Indeed, the support was not forthcoming when it was initially undertaken, and it was only through the development of the nonprofit corporation and the additional funds provided by the Urban Mass Transportation Administration that we have proceeded as far as we have.

In addition to this very meager and Spartan approach, which has been alleviated because of the increased aid coming from the Federal Government, first 50 per cent, then 66-2/3, and now 80 per cent, so that the matters which are before you today will be supported, hopefully, by the Urban Mass Transportation Administration, 80 per cent of the total cost, with 20 per cent being derived from the nonprofit corporation and from the utilization of MTC, the Transportation Development Act of '71 funds coming through the use of sales tax.

One of the other important factors to recognize is the tremendous influence that inflation has had on the construction costs in the past four years since these programs, and particularly TIP, was developed.

Construction costs have increased 45 per cent since December, 1969 to December, 1973. The construction index has gone from 800 to 1161 in San Francisco.

It is obvious that these have had a tremendous effect upon the originally budgeted items that were included in our initial presentation to UMTA.

Additionally, and also very important, is the fact that the standards have increased. From a meager, Spartan approach, we are currently today faced with two major factors: one, the environmental consciousness which exists today and which did not exist then and, secondly, the energy shortages which are making the wisdom of this Commission's decision to stay with electrical transportation more and more profound.

So the service requirements from the standpoint of the citizen in expecting more and better service because of these factors, also because of the standards required by the OSHA or safety acts which have been passed, all have added materially to the initial cost envisaged.

Further, two years ago you approved the establishment of an engineering section, the Transit Improvement Program control group, with its 40 engineers to do the detailed study necessary to define specifically the work which was to be undertaken in this program, and this work, which has gone forward under the engineering group of TIP, has developed additional requirements necessary to bring into action the various programs that were approved by the Commission, the Board of Supervisors, and all of the line item elements therein.

So this afternoon you will be looking at amendments to two of these programs, the Transit Equipment Program, TEP, and the Transit Improvement Program, TIP, and a completely

new program, the Systems Improvement Program, SIP, which will, we hope, provide San Francisco, when these programs have been completely executed, with a public transit system which will not only be a pleasure for the riders, but which will be an outstanding example for any major city in the United States and, indeed, worldwide.

Now, to explain to you in detail the specific content of these amendments and the new program, Mr. Rino Bei, who is the Project Manager of the Transit Improvement Program, will continue.

MR. BEI: Mr. President, members of the Commission, ladies and gentlemen, the first description I will cover is the amendment to the Transit Equipment Program, UMTA Project No. CA-03-0022. The description will now follow.

Under the line item -- and each one of these programs has a line item identifying the projects therein, and I will refer to those line items as I go through each description.

They cover in a specified amount, and these are the amounts of the lines items that we are amending.

The first item is trolley coaches. The original application included therein this item, using an estimate of approximately $40,000 per coach, which resulted in line item of $8,404,816. Recent discussions with trolley coach manufacturers indicate that the trolley coach replacements will probably cost approximately $55,000 per unit. This will require an increase in this line item of an amount of $3,150,000, thereby increasing this line item to $11,554,816.

Engineering. No funds had been included for this item

in the original application. To date, the purchase of the motor coaches has not required the expenditure of significant amounts of engineering funds.

Now, however, design engineering and inspection for the light rail vehicles and trolley coaches are appropriate, and should be allocated five per cent to cover these costs. This amounts to $1,720,000, and this is the amount being requested for this line item.

Contingencies. In order to provide for engineering changes, price escalation and unforeseen modifications, it is requested that a contingency item be established to cover those items still to be acquired, and enable this program to be amended without decreasing other important and recognized line items.

A contingency fund of 10 per cent of these still-unprocured items would amount to $3,440,000.

In summary, the total amount of the amendments amount to $8,310,000.

That completes the description of the Transit Equipment Program amendment.

The next amendment is the amendment to the Transit Improvement Program, UMTA Project CA-03-0043.

The first item, Rerail Twin Peaks Tunnel. Bids have been received for this project, and the low bid amounted to $1,587,598. This is the second time this project has been bid, because the first bid call resulted in irregularities in the low bid and, on the advice of the City Attorney, all bids were rejected.

UMTA has forwarded a "no prejudice" letter for this project, dated November 28, 1973, and the contract for the work has been awarded.

This project is extremely expensive, because the tunnel is used by all rail lines, which prevents closure of the tunnel to perform the rerailing work. In order to minimize the impact, it is necessary that all work be accomplished during the hours of minimum service, 10:00 p.m. to 5:00 a.m., when substitute buses are provided.

The additional amount required is $672,000, which makes the revised line item $1,588,000.

Rerail N Line. The increased costs are due to the inflation in construction costs and the inclusion of a semi-exclusive right of way in City streets which is three inches higher than the adjoining traffic lanes.

The local legislative body has enacted legislation which prohibits driving on the right of way except by emergency vehicles. Left turns are also prohibited. These improvements will speed up transit car service by minimizing interference from automobile traffic along approximately three miles of this route.

The additional amount required is $589,000, which makes the revised line item $4,174,000.

Rerail L Line. Like the N Line above, inflation and improvements have contributed to cost increases. However, due to extensive commercial development along this line, and objections from merchants to raised rights of way, the raised portion will be limited to one mile.

The estimated additional requirements amount to $303,000, which makes the revised line item $2,536,000.

Rerail J Line. This rerailing project will include approximately 1-1/2 miles of raised right of way. All of these semi-exclusive zones include raised platforms to protect the Muni patrons.

The additional amount required is $251,000, which increases this line item to $1,145,000.

Rerail K Line. While this line will not include a raised right of way because of commercial development extending along most of its length, inflation in construction costs requires an increase.

Also included in this project is landscaping the exclusive right of way located in the median strip of Junipero Serra Boulevard between St. Francis Circle and Ocean Avenue.

The additional amount required is $74,000, which makes this line item $815,000.

New Overhead Wire System. When initial application was made for the Transit Improvement Program, insufficient information was available on what would be required to convert the trolley wire system from poles to the pantograph operation of the LRV's. Incidentally, LRV is the terminology used for the new transit cars. LRV means "light rail vehicle".

During the selection process for a consultant to design a new overhead system, it became evident that this project was underfunded. The increase is due to:

a. Streetcar lines must continue in service while the overhead work is being performed. Work during daytime hours would cause serious disruptions in service, so execution will have to be effected during nighttime hours.

b. Right-of-way modifications will bring about street widenings and sidewalk narrowings which will increase loadings that cannot be accepted by a substantial number of poles, due to their deteriorated condition.

An increase of $3,115,000 is indicated, which revises this budget item to $4,350,000.

Forest Hill Station. The original application for improving this station in the Twin Peaks Tunnel, which was constructed in 1917, visualized rehabilitation for $1,892,000. Subsequent and more expensive engineering analysis revealed that it would not be prudent to expend this amount, because so little achievement could be achieved. Compliance with strict San Francisco earthquake codes also will be required.

A preliminary engineering report is being prepared, which will evaluate the most cost-effective design to make this station comparable in operational efficiency and passenger safety with the eight new stations that the Bay Area Rapid Transit District is constructing for Muni.

Utilizing cost data from these eight similar stations, full rehabilitation or replacement is estimated to approximate $8,000,000. This line item must be increased, therefore, by $6,108,000.

Rehabilitate Communication Control Center. Numerous discussions held with manufacturers of communications

equipment and preparation of preliminary designs indicate this project has been underfunded.

Procurement and installation of minimum levels of equipment capability will require an additional $120,000, making the revised line item $300,000.

New Rail Car Storage and Service Facility and K Line Terminal. This is the one we have here in the model on our right, and this is the diagrammatic of the facility, to be located at Ocean Avenue and San Jose Avenue, which will house the new subway-surface cars and provide the shop facilities to maintain those cars.

The location is shown in this aerial photo here, which shows Ocean Avenue, San Jose, the BART station right alongside the Muni property, Geneva Avenue here, Balboa High School down here. This facility will be located within this area outlined in yellow.

The consultant for these facilities has prepared a cost estimate based on preparatory plans developed to meet the requirements of this rail transit core. The exceptionally qualified consultant has developed an efficient and cost-conscious design to provide for an extremely effective operation involving many rail functions.

In addition to a complete maintenance shop and storage yard for up to 100 transit cars, there will be a track maintenance division, a blacksmith shop and a rail bending shop. These last named facilities will be constructed on another site to be acquired near the new combined shop and motor coach facility which is being constructed at 22nd and

Indiana Streets.

Since it is not mandatory that these functions be performed at the same site as the transit car storage, and insufficient space exists within the storage area, the alternate site will be more cost-effective.

Inflation has driven construction costs higher than anticipated, and detailed engineering design reveals significant added costs to the original estimates. The revised amount for this line item is $10,200,000, requiring an increase of $4,734,000.

Safety Train Control for Subway. Four bids were received for the subway signal system. The low bid was almost $900,000 lower than the next lowest bid, so a contract was awarded for $3,251,000. The budgeted amount of $2,741,000 has been extended by UMTA letter of "no prejudice" to the awarded amount.

Additionally, a modification of the contract for approximately $100,000 will be required to insure efficient spotting of the transit cars at the subway stations. This modification is essential to subway operations, since the equipment will prevent a train from entering a station if there are not sufficient loading positions available because of a preceding train.

The increase in this line item is $610,000, to a new budget amount of $3,351,000.

Far Collection and Passenger Guidance Equipment. When the Transit Improvement Program was conceived, it was hoped that platform destination signs would be installed by

organizations in exchange for advertising rights on the signs. Although it now appears that this is not economically feasible, it is still absolutely essential that passengers be directed to the loading positions on the platforms after being notified of the arriving trains.

It will now be necessary for Muni to install this system, at an estimated cost of $2,000,000, thus increasing this line item to $4,641,000.

New Shop Equipment. The engineering firms that are designing the new motor coach storage and maintenance facilities and the transit car storage and maintenance facilities have compiled lists of new shop equipment that will be required for the efficient operation of these two new facilities.

Based on current prices for the items on these lists, an additional $1,838,000 would be required to effect the procurement, raising the budgeted amount to $2,500,000.

Radio Antenna in Subway and Tunnels. Considerable work has now been accomplished on the design, and the additional information on requirements indicates a revised cost estimate is appropriate.

The new amount is $490,000, requiring an increase of $323,000 to the present line item.

Vehicle Location Monitoring System, Communications and Surveillance Equipment. A subway transit car monitoring system which will incorporate a display console, schematically representing the subway divided into zones, will be installed. This phase of the monitoring, an integral part

of the total system, was not in the original program because the technology did not exist at that time.

The display will identify all cars in each zone at all times. The transit cars will be identified by route designation and by car number, and by other data which conditions may require.

The added funds are estimated at $500,000, making this line item $1,814,000.

New Combined Central Shop and Replacement for Ocean Avenue Coach Yard. This facility is the one to be located at 22nd and Indiana, in which the black and white layout is shown on this chart. We have a model of the facility here. It will be located at that location.

The location of this facility, this is Indiana Street. This is 22nd. This long block here between 22nd and 23rd is where the buses will be stored. This other parcel down through here will provide a service line for the buses, including inspection, refueling, fare removal, washing facilities. Then they will go into storage.

We will have at this location a cable car repair facility, to replace the one that was located back where this site is located at the present time.

We will also have a permanent operations building here, and this will separate the operations end from the maintenance end.

Included in this also is a new Central Shops to maintain the entire Muni motor coach fleet, and will replace the facility located in the old, antiquated car barn at 24th and

Utah Streets.

Two projects, which were separate line items, have been combined for construction on one site. Purchase of the site, eight and a half acres, amounted to $1,642,000, including relocation costs.

All the parcels involved in this acquisition have now been acquired, and relocation will be completed shortly.

Incidentally, on relocation, almost the entire site was unoccupied. All that was located there was a business here, which has now been relocated. We have three old, dilapidated houses, and we will be proceeding on clearing that site in the next few months.

The engineering firm which has completed preliminary design of the facilities to be constructed has prepared a construction cost estimate. The design incorporates all necessary functions for storage and operation of one of the two motor coach divisions of the Muni, and also the heavy repair and maintenance of the Muni's entire motor coach fleet of over 500 vehicles. Repair facilities for the cable cars have been included on the site.

Environmental requirements imposed by local, state and federal legislation have contributed to the increased cost of this major facility.

Acquisition of adjoining properties to eliminate a street grade problem so the most efficient use can be made of the traffic flow through the site is now included, at $350,000. If these properties are not acquired, estimates are that the damages paid to owners when the street is

constructed would approach the cost of total acquisition.

Off-site employee parking facilities will be constructed on land under Iterstate Freeway 280, leased from the State of California.

The increased costs of all the above requirements amount to $4,633,000, bringing this line item to $10,619,000.

Extend Cable Car Line to Fisherman's Wharf. The current budget provides for the extension of the No. 59 Powell-Mason Cable Car Line from its present terminus at Bay and Taylor to the edge of the Fisherman's Wharf area.

It is now generally agreed the line should extend to the center of the area and have a terminal facility with an off-street turntable. The citizens of San Francisco and its numerous visitors will welcome this extension, because the present terminal is three blocks from the area, and people are fearful of walking this distance at night. The extension will eliminate such fear and encourage the vehicles' use, since passengers will be discharged in a well-lighted, active surrounding.

The revised estimate for this project is $1,900,000, of which a large share is due to relocation of utilities necessitated by the installation of cable car slots and tracks, making the increase $1,065,000.

Engineering and Inspection. Design and inspection engineering should be provided to cover the supplements contained in this amendment. An additional amount of $2,675,000 will be needed, increasing this line item to $7,071,000.

Contingencies. No contingency is included in this program. Since the work will be performed over an extended period of years in an era of economic uncertainty, it seems appropriate to recognize that budget modifications will be required.

Applying a 10 per cent safety factor to the currently-approved construction elements as wells as to the items in this amendment would lead to the provision of $7,278,000.

The additional requirements outlined above total $36,888,000. The line items in the currently-approved budget were prepared in early 1971. Actually, they were prepared in '69 and '70, and the application was made in '71.

Since that time, the scope of each line item has been developed by more thorough engineering studies, and additional elements have been included to promote efficient operations and improve service.

Inflationary trends in construction costs have occurred that are unprecedented, which results in substantially greater costs.

The approved projects on the Transit Improvement Program amount to $43,168,000. With this amendment of $36,888,000, the total amount of the Transit Improvement Program will be $80,056,000.

The third grant application has been designated the System Improvement Program, and is described as follows.

This program is the fourth step in the modernization program of the San Francisco Municipal Railway. It consists of requests for additional vehicles, to permit total

replacement of the rolling stock, except cable cars, and system improvements to provide efficient transportation to meet the requirements of the citizens and many visitors to San Francisco.

Several years ago San Francisco chose to commit a large share of its transportation system to electrical propulsion methods. Now, in this era of energy and environment-consciousness, that commitment goes a long way toward minimizing air pollution and reducing the use of petroleum products.

Previously-approved programs in the rehabilitation process are the Transit Equipment Program, Transit Improvement Program, and the Power Improvement Program.

The first line item which we propose in the new program is Subway-Surface Transit Cars.

The Muni is obtaining 80 subway-surface transit cars, known as Light Rail Vehicles, as a result of a joint bid with Massachusetts Bay Transportation Authority, under the sponsorship of UMTA. UMTA is Urban Mass Transportation Administration.

The contract includes an option for an additional 12 cars, to be exercised at a later date.

The excellent bid price provides Muni with an exceptional opportunity to obtain enough cars to provide optimum service in meeting increased demand evolving from the vastly-improved system and the current emphasis being placed on mass transportation facilities.

Because of these latter factors, it is proposed to

increase the option by an additional eight cars, making the request a total of 20 cars. This number would provide operational flexibility, and permit future line extensions as the need developed.

Using the contract cost of $319,000 per car for the 12 cars covered by the option, and estimating that a price of $350,000 could be negotiated with the contractor for the additional eight cars, the cost amounts to $6,628,000.

Added, also, are 20 sets of car-borne signal sets at $6,000 each, for an additional amount of $120,000.

The total amount being requested is, therefore, $6,748,000.

Motor Coaches. At the time of the Muni's original application, it was operating 523 motor coaches. Under the Transit Equipment Program, 401 motor coaches were obtained to replace an equal number of old motor coaches.

It is now intended to replace the remaining old motor coaches, which have exceeded their economic maintenance and service life. The 401 previously purchased and the 100 48-passenger, radio-equipped motor coaches requested herein will permit the Muni to operate 501 motor coaches. This number of motor coaches is visualized as the appropriate number to operate, considering the impact of the Bay Area Rapid Transit System.

Increased ridership may require an expansion of this fleet, which will be undertaken when trends are more apparent and can be substantiated. Not only will this 100 upgrade the system with modern and efficient equipment, but

they will provide the base for a planned replacement program spread over a period of time.

These 100 coaches are estimated to cost $4,000,000.

Incidentally, as a side issue, these would be V6 motor coaches, lower-powered than the present V8's, because they will be able to be assigned to the level runs and those that don't require the heavy power, because we will be able to do this because, for the first time, the Muni will have at the coach division herringbone parking for those motor coaches, where they can be assigned to specific runs, instead of being stack-parked, where the operator takes the first coach in line and goes out to his run.

Small Transit-Type Coaches. Initially, 50 of the smaller-type coaches were approved under TEP, to be used where smaller vehicles could be most effectively employed, such as in various shopping and downtown areas, and in some outlying and less-patronized areas.

Because of the lack of a contingency fund in TEP, transfers were made from this line item to meet more immediate needs.

The need for this vehicle still exists, and it is proposed to begin acquisition shortly. The number authorized has now been reduced to 20. The requirements amount to 25 coaches. Therefore, this request is for five small coaches, at an estimated cost of $125,000.

Trolley Coaches. At the time of the original request, the Municipal Railway had 360 trolley coaches. Replacement was requested for 210, since they contained similar

electrical components that could be refurbished. The intent, and the cost estimates derived, were to refurbish the electrical parts and rebuild the chassis and bodies. The remainder of the trolley coaches contain electrical elements that are not economical to refurbish, requiring procurement of new vehicles.

It is the policy of the Public Utilities Commission, subsequently confirmed by the Board of Supervisors, that electric trolley coaches are the most efficient and non-pollutive transit vehicles operating off-track. This public policy is strongly supported by the citizens of the community, making the replacement of the balance of the trolley coaches inevitable.

Since the last 40 in the fleet were purchased in 1952, it is apparent that the remaineder must be replaced at an early date. It is anticipated that only 135 additional coaches will be required, for a fleet total of 345.

Purchase of new vehicles is estimated at $60,000 a unit, requiring $8,100,000 for this line item.

Service Vehicles for Subway Operation. When the new Market Street subway commences operation, it will be necessary to have available certain service vehicles. It is proposed to convert PCC streetcars now owned by Muni to meet these requirements.

The required service vehicles are the following: wrecker, electrical line equipment car, custodial car, money vault car and rail grinder. The estimated cost of these conversions is $480,000.

Driver Training Simulator. When all the vehicles are acquired under the various programs, the number of Muni off-track vehicles will amount to 845. It is proposed that a coach simulator for training both student and experienced drivers will result in lower maintenance and operation cost, will contribute to fewer accident and damage claims, and improve driver communication with passengers.

The simulator will provide a driving experience similar to that found on San Francisco streets, and will be part of the training facilities at the Muni headquarters.

Preliminary discussions with potential suppliers have resulted in estimated hardware and software costs of $125,000.

Motor Coach Noise Suppressors. As a result of experiments conducted by General Motors and by the San Francisco Municipal Railway utilizing our equipment, it has been determined that the application of fluid fans to the fleet of 390 General Motors eight-cylinder diesels will significantly reduce the decibel rating of the noise emitted.

A noise abatement ordinance has been passed by the Board of Supervisors which requires various equipment to be muted to the levels specified within the ordinance.

The Municipal Railway motor coaches are continually criticized for the high level of noise they contribute to the City's environment. To comply with the desires of the citizens, and to encourage the acceptance of mass transit, it is proposed to retrofit the 390 General Motors coaches with fluid fans, at an estimated cost of $200,000.

Computerized Scheduling Program. The MITRE Corporation

under the sponsorship of UMTA, has developed a run-cutting and scheduling program, known as RUCUS, which will greatly simplify and speed up the complex scheduling process.

Scheduling runs for the four transportation modes used in San Francisco make Muni a prime candidate for such a system. To permit utilization of the program, extensive system work will be required to convert our present procedures to those compatible with the program. Several large transit authorities are preparing for this conversion, because of the beneficial effect of system service and response time.

The estimated cost of installing RUCUS is $500,000.

Rerail M Line. In the Muni's original TIP application, it was considered that the M Line rerailing could be deferred for approximately 10 to 15 years, but thorough investigation of the track and roadbed have revealed that it should be rerailed now.

The outer portion between Junipero Serra Boulevard and the terminus at Broad Street and Plymouth Avenue is in good condition, and can be deferred, but the track between St. Francis Circle and Junipero Serra Boulevard produces a rough ride , with considerable sidesway.

Added to this project is the rerailing along West Portal Avenue between Ulloa Street and St. Francis Circle, which is a part of the M Line,but is shared by the K Line and the cars of the J, L and N Lines when they are entering or leaving revenue service.

A raised, semi-exclusive right of way is also proposed

for the portion of track along West Portal Avenue, which is badly in need of replacement, due to the heavy streetcar traffic.

The estimated cost of this project is $1,996,000.

Connect M Line to BARTD Balboa Park Station. Under TIP, the K Line will be extended from the Phelan Look to the BARTD Balboa Park Station. It would come in off of Ocean, come into the area right alongside of the BARTD station. There is an opening in the station, which BARTD anticipated a direct connection. The car would then circle back, come back all underneath, then back into the street, and continue on its run.

Now, by installing less than a mile of track on San Jose Avenue, from Geneva and San Jose Avenues to the M Line terminal at Broad and Plymouth Avenue, the M Line could then provide direct service to the station, also. They would come in off of San Jose Avenue, enter into the Loop track, come over in here and connect directly with the BARTD station again at the K, and then they would return back, and this would provide direct service from the East Bay to the areas in the western part of San Francisco, such as Park Merced, San Francisco State, Stonestown, and areas out in that vicinity.

You could come across the Bay on BART, get off at this station, the BARTD station, transfer to the M and go directly to your destination.

In addition, it would be possible to move M cars into and out of service directly, instead of sending them to

West Portal and then reversing for the trip to the outer terminal at Broad and Plymouth, a distance of 5.4 miles.

The estimated cost of this track installation, including the trolley wire overhead, is $1,390,000.

Embarcadero Spur. When the Market Street subway was designed by BARTD, no provision was made to remove one or more disabled cars from the mainline tracks which would severely hamper subway operation. It is now proposed to build an underground box structure by the cut-and-cover method, having a spur track with space for two transit cars.

The spur tracks would branch off from the mainline tracks under the intersection of Fremont and Market Streets. A disabled car would be pushed into the spur track and repairs performed, or, if the extent of repairs necessitated return to the shops, the car would be towed out during periods of minimal subway operation.

This facility is estimated to cost $2,000,000.

Municipal Railway Building. The present Municipal Railway general offices located at Geary Boulevard and Presidio Avenue are totally inadequate for efficient and effective management and administration of San Francisco's transportation system.

The offices are located in a building that was constructed as a carbarn in 1912, and is in a constant state of repair. The floor plan has no relation to modern concepts of efficiency in either use of space or facilitating employee activities. Maintenance costs are high, and its location is poor with respect to the Muni operating

properties.

It is proposed to locate these offices in a building to be constructed adjacent to the rail car storage and maintenance facilities, and would not involve land acquisition. That is this area outlined here by the dashed line.

The architect for this facility has laid out the entire storage facility and the maintenance shop, and still has been able to make such an efficient layout that this building was included on the site, and construction of this facility could proceed while this was being designed.

For economy and coordination, the building would be the offices of all Utilities departments. These other departments are the San Francisco Water Department and the Hetch Hetchy Water and Power System.

The Transit Power Division of Hetch Hetchy has full responsibility for the operation of the electrical network of the Muni, providing power to the rail cars and trolley coaches, and is currently proceeding with a $30,000,000 UMTA project to rehabilitate this electrical distribution and feeder system.

The engineering consultant for the rail car facilities has developed a preliminary plan and cost estimate for the building, which is $9,000,000. An estimated two-thirds would be allocable to the transportation system functions, resulting in a pro rata share of $6,000,000.

Engineering. This item covers the necessary design and inspection engineering required for the construction projects in the program. Engineering costs for the additional

vehicles has been covered in previous grants.

The amount needed for this item is $1,138,000.

(Contingencies.) This item will provide for cost escalation at a greater rate than estimated, and any modifications that may be required and cannot be foreseen at this time.

The amount provided for this item is $3,166,000.

In summary, the total estimated cost of these projects for which the application is being made is $35,968,000.

Now, I would like to point out to the Commission,one of the features of these applications is that they will qualify for 20-80 financing. In other words, the local share will be 20 per cent, the federal share being 80 per cent, and the costs that I have been reading off are all the total costs, and the Federal Government, we are applying for them to pay 80 per cent of all the costs in each one of these amendments, in contrast to the 1/3-2/3 ratio that was used in the past for previous UMTA grants.

Thank you.

PRESIDENT FLYNN: Thank you very much, Mr. Bei.

Commissioners, do you have any questions?

COMMISSIONER ROUSSEAU: I might ask, in regard to the new rail car storage and service facility, what would be the purpose of the blacksmith shop?

MR. BEI: The blacksmith shop is -- Mr. Woods can probably fill me in better on that.

MR. WOODS: Mr. President, members of the Commission, we fabricate track special work, like for the cable cars,

switches, mates, frogs, and so forth. We do other blacksmith work in connection with the cable cars.

We have an actual blacksmith shop that we inherited from the Market Street Railway when we took them over in 1944.

COMMISSIONER ROUSSEAU: It would kind of help speed up things?

MR. WOODS: That's correct. It is a specialty item. The manufacturing of frogs and mates and things of this nature, particularly for cable car track structures, and so forth, is pretty expertise.

COMMISSIONER ROUSSEAU: It reminds me about the old times, but I can see what the pertinence is.

PRESIDENT FLYNN: Dr. Christensen, the plan is to have the Municipal Railway Improvement Corporation pay to the City sufficient funds to cause the interest to be taking care of the bond issues, on other issues?

DR. CHRISTENSEN: That is correct, sir.

The method of financing would be that those items in the program which are susceptible to a lease arrangement with the Improvement Corporation would be paid for in toto by the Improvement Corporation, that is, the local share.

They would then be leased to the City in the amount necessary to cover the amortization of the capital annual payment, as well as the interest, the annual interest.

The credits then established would be used to cover the costs of other items in the program which would not be amenable to such an arrangement.

PRESIDENT FLYNN: So, in effect, the 80 per cent grant from the Federal Government does a great favor to San Francisco, because we do not need to float as many bonds, then, in order to pick up the amount which the City is responsible for?

DR. CHRISTENSEN: That's correct, sir.

PRESIDENT FLYNN: You might just stand there for a minute.

Mr. Bei?

MR. BEI: Yes, sir.

PRESIDENT FLYNN: I am a little bit concerned that some of the new figures are at least 75 per cent higher than the original amounts. I am sure you have gone through the numbers game with sufficient promulgation to substantiate these, but I am wondering now, in view of the fact that you have substantial variance at this time, do you foresee anything of this in the future?

MR. BEI: It is a little difficult to say we will not have to come back again. We think we have now zeroed in on construction costs on the projects, because they have all been thoroughly studied to determine what the requirements are, and we don't anticipate coming back with any large programs, perhaps. But there would be, perhaps, some item that was not anticipated at this time that we might have to add to the program.

But, as we visualize it now, these are the most reliable costs we can develop.

DR. CHRISTENSEN: Perhaps, in amplication of that,

Mr. President, the original projects had six per cent for inflation. You will recall I mentioned earlier that the construction costs have increased 45 per cent in the past four years, so obviously inflation has taken a bigger piece of the original concept than was anticipated.

In this case we have included five per cent per year for inflation in each of the line items, in addition to the contingency which is before you.

PRESIDENT FLYNN: Now, in the acquisition of the property to be used for, I think, the blacksmith shop and the rail bending, I assume that you have provided funds in your projection to acquire that property, but where do you anticipate you might acquire it?

MR. BEI: This site is located under the Interstate 280 freeway that runs along Iowa Street, and is bounded by Indiana -- Well, actually, it shows here in this aerial photo. It is this property right in here under this ramp.

The State has property excess to their needs. When they acquired the property for this ramp, they acquired all this area here except the built-up area.

Now they have declared this property as being surplus, and so the intent is to develop those facilities in this parcel right here, and then provide the parking for the track maintenance vehicles under the freeway proper, across the street, on land which the State will only lease. They will not give it up. They want to retain the control of the land, so we will have to lease land under this freeway.

PRESIDENT FLYNN: Do you have numbers on that?

MR. BEI: Mr. Wortman, the Director of Property, has been working on the acquisition of the parcel which is the one for the blacksmith shop, and the State has been talking in terms of possibly $45,000.

The leasing of property for Muni use has been on the basis of 15 cents per square foot per year.

These are the figures that have been furnished to us by the State.

PRESIDENT FLYNN: Any questions, Commissioner Byrne?

COMMISSIONER BYRNE: Mr. Bei, I have one question.

On that $2,000,000 item, where cars are placed until they can be towed away, is that Muni's responsibility, or would it be BARTD's?

MR. BEI: Actually, this project is one that has evolved with discussions with BARTD, and there is a possibility of this being funded -- We have had discussions with BARTD in which the local share would be shared 50-50 by Muni and BARTD, so that we are talking about $400,000, with $200,000 by Muni, $200,000 by BARTD.

COMMISSIONER BYRNE: That sounds better.

PRESIDENT FLYNN: Long-range programs we have, do we have any target dates for when we may receive the delivery of the busses under this phase, and what possible completion date are we talking about for the completion of the TIP program?

MR. BEI: Completion of the TIP program?

PRESIDENT FLYNN: Yes.

MR. BEI: We anticipate that the projects that we have

under TIP at the present time will be completed by the end of 1976 or early 1977, that is, the total program. There are going to be things like cable car work, which comes late in the program.

We have been emphasizing the Muni metro system, and we have been concentrating on those projects, so that we anticipate that the TIP program should be completed by no later than the middle of 1977.

The item that falls into that category is primarily the Forest Hills Station. After we get the funding approved for replacement, then we have to get a consultant on board to design the station. Then there would be the period for construction. So we are talking about the middle of 1977 for completion of TIP.

Adding the new projects, we will dovetail the new projects in with the SIP and the TIP, so we anticipate that we should have all the SIP projects completed, also, by the end of 1977.

DR. CHRISTENSEN: For equipment, which your question also included, you will recall that you approved our asking for bids for the trolley coaches, the 208 trolley coaches. If we can make an award of that by April 1 of this year we will, hopefully, have them on our streets beginning April 1, '75.

The deliveries on buses, motor coaches, these days are running somewhere beyond 12 months, 12 to 18 months, so that the delivery of the vehicles will be dependent upon how soon we will be able to go out after bids.

PRESIDENT FLYNN: You do have a span of time once they are out for bids?

DR. CHRISTENSEN: Yes, sir.

MR. CROWLEY: On the Light Rail Vehicles, with these extra 20, we could still close in on delivery by November of '75.

PRESIDENT FLYNN: I am just a little fuzzy on the option which we can exercise on those.

DR. CHRISTENSEN: The original bid for the Light Rail Vehicles was for 150 for Massachusetts Bay Transportation Authority and 80 for ourselves.

We each of us put in an option for additional vehicles. That option required Boeing Vertol to quote a price, the option to be executed within 110 days after approval of the prototype car. We are to receive our prototype car on the 31st of December of this year. So we would then have 110 days to exercise the option for the additional 12.

Now, we have been negotiating with Boeing Vertol for another eight, in order that we may properly utilize the facilities which we are constructing, because our Light Rail Vehicle facilities will accommodate 100 vehicles. We are anticipating an upsurge in traffic as our better equipment is on the streets, as a greater requirement for mass transit develops, because of the energy shortage and the other factors which we feel certain are going to make our system more desirable.

So we feel that we will be able to use the additional 20 vehicles, and those will be solidified as soon as we can

get approval of the additional 20 from UMTA, because, while we have the quote from Boeing Vertol, we do not have approval of the vehicles from UMTA, and they are included in the amendment which you have before you.

PRESIDENT FLYNN: Am I correct in understanding that, assuming that these grants are approved by the Commission, and subsequently by the Board of Supervisors, it would be $206,000,000 at that time?

DR. CHRISTENSEN: Yes, sir.

PRESIDENT FLYNN: Any further questions, Commissioners?

(No response.)

PRESIDENT FLYNN: Mr. Crowley, do you have any?

MR. FARRELL: We do have speakers in the audience.

PRESIDENT FLYNN: All right, Mr. Secretary.

MR. FARRELL: The first speaker is John H. Jacobs, of SPUR.

MR. JACOBS: Mr. President, members of the Commission, it is a pleasure to appear before you today in support of these programs.

I should add before going much further that I came here today, also, prepared to express the same concerns as you, Mr. President, that these additions are large, and came late, and we are rather critical of that fact.

Dr. Christensen made my job very pleasant by providing very adequate explanations about the increased level of federal funding that became available, and the increased interest on the part of the Public Utilities Commission staff in presenting you with a more complete program.

We would urge that you adopt this program. We would also urge that the Urban Mass Transit Administration give it their every favorable consideration. And of course I don't want to neglect our very good Board of Supervisors, and urge the same action upon them.

I can't think, nor can my organization, which has followed the Municipal Railway with very close scrutiny these last 18 months, of any expenditure in any other American city that, because of the good basis upon which we are building, a very tight and thoroughly-covered network, can't imagine a greater impact upon an American city in improving mass transt.

As you know, we have just come out with another report on the Municipal Railway. It was not entirely favorable. It was mildly critical, but we did find that, quantitatively, improvements have been made in the system.

We would urge you to keep in mind, and those on the staff, and the General Manager, Mr. Woods, who is sitting in arm's reach of me, that until the improvements hit the street and until the people riding the vehicles perceive there is an improvement, then it is all for nought. But I am certain, and so is our organization, that those improvements will take place in very short order.

I think your Commission is to be commended for beginning a movement towards hope in improvement of a very critical facility for this city.

Thank you.

PRESIDENT FLYNN: Thank you, Mr. Jacobs, and I would

like to express on behalf of the Commission, as I smile mildly, your continued support, and I think we have moved along with your help, and most certainly invite you to continue.

Thank you very much.

MR. JACOBS: Thank you.

PRESIDENT FLYNN: The next speaker.

MR. FARRELL: David Lacey, of SPEAK.

MR. DAVID LACEY: Mr. President, members of the Commission, I am Chairman of the Streets and Transportation Committee of SPEAK.

I have a statement by the President of SPEAK and the Chairman of SPEAK's planning section, as testimony requested from our organization for this hearing concerning San Francisco's application to the Federal Government for supplementary funding for the Transit Improvement Program of the San Francisco Municipal Railway.

SPEAK is a community organization with approximately 300 members who reside in the Sunset and Parkside districts, some 50 of whom may also vote their own personal consciences in our deliberations as representatives of an equivalent number of organizations and agencies in our community. Our planning section, SPEAK's Citizens Planning Commission, is made up largely of such representatives.

In general, SPEAK wholeheartedly endorses the principle of supplementary funding to carry on the modernization program of the San Francisco Municipal Railway. In August, 1971, our organization passed a statement on transportation

and street use policy which declared that "The present balance between automobile use and mass public transit should be tipped increasingly in favor of the latter." This statement endorsed improved transit service within and between the Sunset-Parkside district and other parts of the City, along with better coordination of existing and future mass transit modes, such as BART.

SPEAK expanded on this position in a policy statement passed at a well-publicized public meeting held last month. In response to the energy crisis, SPEAK noted at that time that "Federal, state and local appropriations for research, development and operation of mass transit systems must be expanded with the utmost speed." The statement also noted that energy shortages "must be met with immediate steps to upgrade the safety, dependability and convenience of existing public transit services" such as those provided by the Municipal Railway.

More specifically, SPEAK endorses the general thrust of the supplementary amendment detail in the Transit Improvement Program entitled "Rerail N Line". The N-Judah Line is the most heavily traveled streetcar rout in San Francisco, and the inclusion of a semi-exclusive right of way, raised three inches higher than adjoining traffic lanes, is an example of the Muni Railway's responsiveness to the concerns of the many citizens and organization in the Sunset-Parkside district which have endorsed this proposal.

This proposal takes on even greater significance in the

light of an energy crisis which underlines the need for more dependable and safer mass transit service for the 100,000 residents of our community.

Specific details of the proposal as it concerns Judah Street from 19th Avenue to the ocean remain subject to some change as additional community input is gathered in the weeks ahead. But the major principle of a semi-exclusive streetcar right of way has already been endorsed by a majority of the improvement clubs and other major organizations in the area, as well as SPEAK, after extensive and well-publicized public meetings over a period of many months. The need for additional federal funds to pay for the construction of this right of way is imperative.

Finally, we note that a number of local transit improvements on a smaller scale are recommended for other areas in or adjacent to the Sunset-Parkside district. In general, SPEAK does not have a specific policy on these improvements, except to note that we would be supportive of them if they are, in turn, supported by community input gathered from residents, merchants and organizations in each of the affected areas.

In general, we urge without hesitation that the supplemental federal funds needed to improve mass public transit in San Francisco be granted. We also wish to congratulate the Municipal Railway and the Public Utilities Commission on their initiation of these transit improvements vital to the future of our neighborhood, and for the spirit of cooperation which you have shown in drawing up these

proposals.

We thank you for this opportunity to present our organization's position on this matter of such vital concern to our City.

Thank you.

PRESIDENT FLYNN: Thank you very much.

The next speaker.

MR. FARRELL: Marguerite Warren, of the Sunset Community Improvement Club.

MS. WARREN: Mr. Flynn and members of the Commission, I am not prepared to make a statement, but I am prepared to ask some questions.

PRESIDENT FLYNN: I suspected that, Miss Warren.

MS. WARREN: I don't want to disappoint you.

What I would like to know, first and foremost, with this proposal, increased proposal, exactly what it would cost the taxpayers of the City and County of San Francisco to pay to the incorporated, nonprofit incorporation that we pay our funds to?

PRESIDENT FLYNN: Dr. Christensen.

DR. CHRISTENSEN: The total amount before you this afternoon is $80,000,000, and our local share will be 20 per cent, so that will be $16,000,000 which will be funded from our local share.

We have not yet developed how much money will be available to us from the the Metropolitan Transportation Commission allocation from funds derived under the Transportation Development Act of 1971.

As much of that money as can be utilized for these capital improvements will be so used. The differential then would be that money to be provided through the sale of bonds by the San Francisco Municipal Railway Improvement Corporation. Therefore, the amount would be something less than $16,000,000.

MR. CROWLEY: I might elaborate on that, Miss Warren.

I think we can safely assume, from the Metropolitan Transportation Commission and their projections, that at least $4,000,000 a year is going to come from the City and County of San Francisco.

MS. WARREN: Yes, but didn't you figure that in your annual budget?

MR. CROWLEY: Yes, but we are talking about future years. This is two, three, four or five years from now.

With this input from the Metropolitan Transportation Commission, each of these dollars from the Metropolitan Transportation Commission is worth $5 if you are talking about the total funding of this program.

Let's say we have $16,000,000 spread over a five-year program. It would be a little more than $3,000,000 a year. There will be a very substantial amount of that covered by the MTC, if not almost in toto.

PRESIDENT FLYNN: Mr. Woods?

MR. WOODS: I would like to mention that some of the items that are already in this program have already been funded by MTC, such as the fluid fans and the trolley coaches and the 100 motor coaches.

MR. WOODS: We are getting our seed money from MTC, and the Federal Government is matching it with 80 per cent.

MR. CROWLEY: Let's take the example of the fluid fans. IF we had taken the MTC money of $200,000 and bought the fluid fans out of that, we would have lost the benefit of having to pay only $40,000 in local money for $200,000 worth of fans. So we use $40,000 worth of MTC money to buy $200,000 worth of fluid fans.

MS. WARREN: Playing games with figures.

Now, what I am very curious about is the facts on the retracking, rerailing, of all the tracks in San Francisco, particularly on the N Line, and it said three miles, so I assume you are talking about 48th Avenue, and on the L Line.

I'd like to know if the local community improvement associations have agreed to the final plans for both Judah Street in toto and to the L car line.

MR. BEI: In that regard, Mr. President, we didn't want to go, unless we were sure we were going to be able to finance this improvement, and we know there is the additional funding required to put in this kind of right of way. At that time we will discuss it.

We have had informal discussions with the merchants' associations along Taraval, and the J Line was going to follow later. But if we didn't get the funding, then we would be wasting our time to go and bring this thing up and try to finally zero in on it.

PRESIDENT FLYNN: Mr. Secretary, do I understand we have some communications from the Taraval Merchants

Improvement Association?

MR. FARRELL: We have a letter here from Taraval Parkside Merchants Association, actually from Buschman Realty, signed by Richard Buschman. He is a member of the Taraval Parkside Merchants Association.

MS. WARREN: I am speaking of the fact that my own Improvement Club is still arguing from 19th to 48th, and will keep on arguing, and I don't want anybody to have the bright idea that you are setting a pattern by asking for the funds, and then you are going to ram it down our throats.

L car line and the Parkside Improvement Club, I am a member of that club, and I have not heard any discussions that anybody has approached them what they propose to do, because we understood that the L car line would wait until the N went through.

Now, my club is prepared to sue. We are prepared to sue from the 19th to 48th Avenue to get this thing open, and I am prepared to notify the Mass Transportation Act that we have not been in coordination with this. I don't want anybody back in Washington to assume that this is a clean-cut deal, that you are coming back and flag the money in front of us and say "This is what we've got. You take it or you leave it." Because we are not in accord from the 9th to the 19th.

This is our argument, that they have set a precedent, that they are going to try and put it down our throats. We don't want it, and, personally, I am prepared to put up the money to sue.

DR. CHRISTENSEN: Mr. President, may I respond to that, since this is a public record, and since it is going back to the Urban Mass Transportation Administration?

I would like to refresh the speaker's memory on the manner in which we handled the connection between the L and the N Lines, which was included in our orginal approved budget.

We have not gone forward with the connection between the L and the N Lines. We have placed that in suspense. We have so notified the Urban Mass Transportation Administration, because we are conducting an experiment on Junipero Serra to landscape the tracks there to show the community how such a connection could be made.

We are not making any efforts to move forward under duress to any citizens of the community without the acquiescence of a majority of those citizens of the affected areas.

Now, what we are facing today is an examination of a total program, and a presentation of those requirements in total, as visualized, in order to make our system a viable system.

Now, the detailed application of each of the line items will be subject to subsequent negotiations and approvals by the individual development. When we take the buildings to the City Art Committee, when we take them to the Planning Commission, all of these things are done subsequently to the approval of the budget, and what you are considering today is the budget for these improvements which will be submitted

to the Urban Mass Transportation Administration, and we are not here to discuss in detail the individual application of these line items, which will be reserved until a subsequent time.

MS. WARREN: I am sorry, but Dr. Christensen is off on the wrong tack. I wasn't talking about the connection between the L and the N Line. I am talking about the tracks, the raised right of ways which approve of the budget. I am talking about then we go to the City Planning, no turns left-hand turns.

In this particular program you are providing for raised right of way of one mile on the L Line and three miles on the N Line, and the N Line is the one that we are going to fight.

We don't want the raised right of way. We assume that you are going to come back from 19th to 48th. Consequently, this is part of your program that you are going to the Urban Mass Transportation and making a request for funds, and it is right in here. This is what they read to me. This is what I listened to.

So, consequently, we would like it known, if they have to be notified that the citizens' participation has been involved in this, because if you don't get the raised right of way in this particular instance, you have money for building it. You can always use it. We know that.

But the point arises, you are going back on a pretext that this is a program, and I would assume that they back East will take it for granted that this has been passed by

the people of San Francisco, and there is some conflict of interest here on this particular score, of which we are strong enough to really want to go ahead and do something about it.

So I am a little curious about this rerailing, both L Line and the N Line, and I am going to a meeting tonight on the N Line, and Friday night there is a meeting that will be on the L Line, to bring this up.

So where do we stand on this. Are they to be notified that this is just a computation of figures that you assume on a master plan, but it is not the nitty gritty, it is not the final one?

PRESIDENT FLYNN: In answer to your question, first of all you came with the threat of suit, which you are certainly entitled to.

MS. WARREN: No, I --

PRESIDENT FLYNN: May I proceed?

I am not so sure that we are here to go into that part of it today. I think the staff intends to meet with every organization in every area of San Francisco, to be sure that the satisfaction as can best be met will be met with this program.

Now, the tenor of your suggestion says to me "We are going to fight if you don't do this." This is what we intend to do. We are not going to cram this thing down anybody's --

MS. WARREN: We are going to continue to fight on the program that we design.

PRESIDENT FLYNN: May I continue? I was tolerant when you spoke.

I am saying to you that whatever the concern of your "organization" is, I suggest that the staff will be meeting with you, and they are not going to make any effort to say this is a final anything.

It is a public hearing, and you are entitled to stand there as long as you choose to air the views of "your organization".

I would suggest that the staff bring into focus whatever the concerns are of the organization, and see if they are not worked out. We aren't going to cram anything down their throats.

MS. WARREN: No, but the point I just want to bring is, in your --

PRESIDENT FLYNN: We understand your point, and I would suggest, if you would be kind enough, that we would move to your next item, because the staff will work with you on this. Is this not true?

MR. BEI: That is correct.

PRESIDENT FLYNN: All right.

MS. WARREN: Okay. I will have to read the rest of it. It came on a little too fast.

PRESIDENT FLYNN: All right.

MS. WARREN: Eighty million dollars is a lot of money to gulp in one second.

PRESIDENT FLYNN: Thank you very much.

The next speaker, please.

MR. FARRELL: James MacDougall, of MTC.

MR. MacDOUGALL: Mr. President, ladies and gentlemen, I am Jim MacDougall, of MTC.

I briefly had three questions I would like to ask, and one of them, on the Fremont Street storage area. I wonder how this would affect a possible future connection to the Transbay Transit Terminal, not by rail, but by maybe an underground passage or walkway, something along these lines.

PRESIDENT FLYNN: Mr. Woods?

MR. WOODS: The proposal, as we envision it, would be, as mentioned by Mr. Bei, a cut-and-cover construction project, and it would take off at the Muni level in the box structure located just west of the Embarcadero Station. That would be below the mezzanine, so any people-mover or anything of this nature could be constructed at the mezzanine level of the existing Embarcadero Station.

Does that answer your question?

MR. MacDOUGALL: Fine.

I wondered if the Muni had anticipated any future herringbone parking facilities?

MR. CROWLEY: Yes, when we are able to find a relocation site for the present Kirkland yard which would be of sufficient space, let's say about six acres, that would tolerate herringbone parking, yes.

MR. MacDOUGALL: The other point I had was, there also are highway funds that will be available next year that should be explored, that can be used for things other than highways, which might be a funding source.

PRESIDENT FLYNN: Thank you very much, Mr. MacDougall.

MR. FARRELL: I have two letters here.

San Francisco Tomorrow, Norman Rolfe, Chairman of the Transportation Committee signed it. He planned to be here, but I don't see him in the audience, so I will read his letter.

"As you know, San Francisco Tomorrow has been in the forefront of organizations urging more money be spent on transit to make it more attractive and strengthen its role in the community. The program presented here is an excellent one which will improve the Muni and make it a better alternative to the automobile. Therefore we are glad to see these applications and hope they will be approved.

"However, we do question your being so specific at this time about the location of the Embarcadero Spur. The spur is certainly necessary, but we think it would be wise to be more general in its description. This would allow for the distinct possibility that further studies may show another alignment to be more desirable.

"Very truly yours".

And we mentioned this Buschman Realty letter before. It is signed by Richard Buschman:

"Dear Mr. Flynn;

"Regarding the proposed SF Municipal Railway Improvement Program; I would hope that it is approved by the PUC for the benefit of the residents of San Francisco.

"I am a member of the Taraval Parkside Merchants Association and we have supported and worked with various groups

in this area for the Judah Street Plan for improved service, with the raised right of way, the entire length of Judah Street, knowing well the improved Municipal Railway, on Judah Street and throughout the City will bring better quality living to the residents. We have looked forward the past years, to the extended use of Mass Transportation as a necessity of maintaining the life and vitality of this City."

Signed "Richard Buschman".

COMMISSIONER ROUSSEAU: Isn't that the same district that Mrs. Warren was just up there talking about?

MR. FARRELL: Well, Taraval Parkside would be on the other side of Judah. It would be south of Judah.

COMMISSIONER ROUSSEAU: About the same area?

MR. FARRELL: Yes, the same western section, actually.

PRESIDENT FLYNN: Any further communications?

MR. FARRELL: That's all I have.

PRESIDENT FLYNN: Any further speakers?

MR. PARKER: One minor question, Mr. Flynn.

Robert Parker, of the San Francisco Chronicle.

Page 7 of the proposals for the Transit Improvement Program, in the bottom of the first paragraph, "Off-site employee parking facilities will be constructed on land under Interstate Freeway 280 leased from the State of California." Is this a proposal to provide free parking to employees to drive to their jobs in a public transit system?

MR. BEI: Parking facilities at the Muni maintenance facility are required by the city planning of the City and County of San Francisco, in compliance with the existing

regulations.

You have to consider, though, that sometimes it is not possible, if you have got a 6:00 o'clock run on a bus, you can't get to the facility except by your own automobile.

PRESIDENT FLYNN: Thank you.

Staff did do a good job, after all.

MR. FARRELL: I have another card that came in, Al Provenzano, from the Transport Workers Union.

PRESIDENT FLYNN: I saw Mr. Squires sitting quiet back there. I thought you might have something to say.

MR. PROVENZANO: Mr. President, members of the Commission, perhaps I can answer that question, just now, that you said we are sitting quietly.

We really weren't informed until we walked in this afternoon on this most important item on the agenda. Somewhere along the line there must have been a lack of communication.

Nevertheless, we stand here in complete support, in complete support of the supplement.

It hurts me to hear talking in terms of whether a line should be elevated two inches or go down two inches, or we have to talk about something, or are we going to be cheated on something or are we not going to be cheated on something.

I would like to remind the Commission that up to 1948 in the City of New York they had a five-cent fare, which was purely political. They are now still, at this date, paying for their sins of the five-cent fare in New York City, its

political aspects.

What we would like to say, having some experience in transit, if we can get this 20-80 right now, let's just get it, because let me tell you something. While the bus or the trolley car may not be as glamorous as a fire truck, or may not have the glamour of a police car coming down the street, let us not consider for one moment that it is any less important to have the very guts of a city, as far as the arteries of the city are concerned, as mass transportation.

There is nothing more important. As Mr. Bei was reading out his statement there, when we talk in terms of new cars, every night each one of us hears on the television about creating car pools. Well, we have got the finest car pools in the Muni Railway right now. The only difference, it is called a bus or a trolley car.

So, gentlemen, whatever we can do, that we can see this come to pass, because we really believe that the very life of a city, the very life of a city, is mass transportation, and we are not going to nit-pick, and we are not going to worry if there is going to be a bus stop on the corner of Post and Van Ness. We want to see finer busses, finer trolleys, and the finest transportation system in the country.

Thank you very much.

PRESIDENT FLYNN: Thank you.

MR. FARRELL: If I may answer Mr. Provenzano's question about not getting proper notice, the public hearing was set

at our last meeting, Mr. Provenzano, which was a month ago.

We mailed out a notice to you on December 12, and on last Friday we hand-delivered the calendar. We give you special treatment over our regular mailing list. You get a copy, and Mr. Squires gets a copy.

MR. SQUIRES: What we are referring to, Mr. Farrell, is this particular document. We had a committee which worked with Mr. Bei and Mr. Woods right from the start.

We were only notified that there was going to be a meeting. We were looking forward to this so that we could come prepared today to make comments on it.

Sure, we worked in the actual details. We had men that sat down with them. Mr. Bei was kind enough to have our delegation sit down with the engineers. They went all the way. It was a two-way street, until it hit the dead end of today.

PRESIDENT FLYNN: Well, let me apologize for the fact that the insert was not in your calendar. But the inference I gathered which concerned me is that you knew nothing at all about it. So we will apologize --

MR. PROVENZANO: I am sorry if I projected that way, Mr. Farrell. I apologize.

What we meant was the sum and substance --

PRESIDENT FLYNN: Well, we'll apologize.

MR. FARRELL: Because that is the feeling I received, too.

PRESIDENT FLYNN: Any further speakers?

MR. LINDSAY: Yes.

PRESIDENT FLYNN: Did you fill out a card, sir?

MR. LINDSAY: Well, I just came up here to fill a card out.

MR. CROWLEY: We did it orally.

PRESIDENT FLYNN: In the future, though, you have got to come to the Secretary, or we're going to rule the General Manager out of order. (Laughter.) But go ahead, sir.

MR. LINDSAY: Well, it seems to me one of the best moves in the right direction I have been able to observe for a long time.

The only trouble is that it doesn't go quite far enough. I believe we should begin to get rid of motor vehicles as fast as possible, and gradually, over a time, phase out the trolley busses in favor of the rail cars. Of course, the trolley bus, ton for ton, takes about five times the energy that a rail car does.

Now, then, I like this new idea. This is something new, raising this three inches as far as the streetcar tracks over and above the street level. Of course, that is not much of a rise. All the street intersections could be well taken care of with the passage of automobiles, but it will certainly keep automobiles from getting in front of street cars, which they have been in the habit of doing. It is a very clever idea, whoever evolved that. I hadn't thought of that myself.

I can't understand what this objection is to, what the opposition would be here. I can't understand just where it comes from. How could anybody be against this improved

transportation, and veering as rapidly as possible from rubber tires to rails?

There are big places in the City here where you could very easily and to good advantage restore our cable cars. We ought to put the cable car back on Castro Street, where, if you come out on No. 8, you get off the electric car there. There is never any waiting. You could always get up and down.

PRESIDENT FLYNN: Sir, let me say this to you.

MR. LINDSAY: One would be coming down or going up.

PRESIDENT FLYNN: The cable cars are going to Fisherman's Wharf under this plan, and in all fairness to the Commission --

MR. LINDSAY: Yes. I am in favor of it.

PRESIDENT FLYNN: Thank you very much.

MR. LINDSAY: I want to mention, too, while we are at it, there has been talk of a cable car to go up to the top of Telegraph Hill. Why shouldn't that be put in? And why shouldn't we have a cable car to the top of Forest Hill? Many times, several times I want to get up there, and you either walk up or you hire a taxi.

PRESIDENT FLYNN: Well, thank you very much for your suggestions, and I will hand all of your recommendations over to the General Manager, and see if he can't work on them.

COMMISSIONER BYRNE: Mr. Chairman, I move that the three programs in the amounts stated be passed in their

entirety.

COMMISSIONER DIVINY: Second the motion.

PRESIDENT FLYNN: Any questions on the motion, any discussion?

(No response.)

PRESIDENT FLYNN: Mr. Secretary, will you please call the roll.

(The motion was carried unanimously.)

PRESIDENT FLYNN: The resolution is adopted. Thank you very much.

Thank all of you for your participation.

(Whereupon the public hearing was closed.)

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

January 2, 1974

Grant Applications to
Urban Mass Transportation Administration
Transit Equipment Program
Transit Improvement Program
System Improvement Program

Mr. John D. Crowley
General Manager of Public Utilities
287 City Hall
San Francisco, California 94102

Dear Mr. Crowley:

The Municipal Railway currently has two improvement programs underway; namely, the Transit Equipment Program (TEP) and the Transit Improvement Program (TIP). Each program has been approved by the Urban Mass Transportation Administration (UMTA) for Federal participation in its funding.

It has now become evident that each program will require additional funding in order to meet the objectives established for each program. The TEP will need to have engineering and contingency funds established since they were not included in the original application. In addition, additional funds will be required to acquire the remaining 208 trolley coaches since their estimated cost is considerably in excess of the original amount estimated. It is proposed to submit to UMTA an amendment to the TEP in the additional amount of $8,310,000.

In the case of the TIP, inflationary trends in construction costs have far exceeded those projected at the time of the original UMTA application in 1971 and increased requirements have made it necessary to obtain additional funding in order to provide those capital improvements for the Muni that will provide for its basic needs. Detailed engineering studies and assessment of needs have revealed that practically each project in the TIP is underfunded. Consequently, it is proposed to submit to UMTA an amendment to the TIP in the additional amount of $36,888,000.

During the past two years studies have been underway to determine the additional overall improvements to the Muni that will be required to make it the first class transportation system to which the citizens of San Francisco are entitled. A new program, entitled the System Improvement Program (SIP), is now proposed to cover these additional requirements. The SIP includes increases in the number of new rolling stock in the form of additional transit

cars, trolley coaches, and buses. Also included are projects involving new trackwork and a new Muni headquarters building, together with a number of other ancillary projects for system improvement. It is proposed to submit a formal application to UMTA for this new program in a total amount of $35,968,000.

Under recently enacted legislation, the two amendments and the new program are eligible for funding by the Federal government of 80% of the total cost of each of the above programs. This is in contrast to former 2/3-1/3 ratio used when the original programs were approved.

Enclosed is a copy of a summary of each application with each project described.

A public hearing on the three applications is scheduled for the next Commission meeting of January 8, 1974. Notice of the hearing has been published in the local press, including those oriented towards minority readerships.

Please request the Commission to consider these applications at the next meeting and, if they are approved, that the Commission request the Board of Supervisors to authorize filing the applications with the Urban Mass Transportation Administration. Ten copies of a Commission resolution for this purpose are enclosed.

For your information, if these applications are approved by UMTA, the total amounts of improvements to the transit system will approximate the following:

TEP	$60,000,000
TIP	80,000,000
PIP	30,000,000
SIP	36,000,000
Total	$206,000,000

Very truly yours,

John M Woods

JOHN M. WOODS
General Manager

Enc.

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT EQUIPMENT PROGRAM

UMTA CA-03-0022

SUPPLEMENTARY AMENDMENT DETAIL

PROJECT DESCRIPTION

Trolley Coaches. The original application included therein this item using an estimate of approximately $40,000 per coach which resulted in a line item of $8,404,816. Recent discussions with trolley coach manufacturers indicate that the trolley coach replacements will probably cost approximately $55,000 per unit. This will require an increase in this line item of an amount of $3,150,000, thereby increasing this line item to $11,554,816.

Engineering. No funds had been included for this item in the original application. To date, the purchase of the motor coaches, has not required the expenditure of significant amounts of engineering funds. Now, however, design engineering and inspection for the light rail vehicles and trolley coaches are appropriate and should be allocated 5% to cover these costs. This amounts to $1,720,000 and this is the amount being requested for this line item.

Contingencies. In order to provide for engineering changes, price escalation, and unforeseen modifications, it is requested that a contingency item be established to cover those items still to be acquired and enable this program to be amended without decreasing other important and recognized line items. A contingency fund of 10% of these still unprocured items would amount to $3,440,000.

UMTA PROJECT NO. CA-03-0022

TRANSIT EQUIPMENT PROGRAM - MUNICIPAL RAILWAY

SUPPLEMENTARY AMENDMENT

Project Line Item		Approved Amount	Additional Required	Revised Amount
10.01.09	Purchase of Electric trolley coaches	$8,404,816	$3,150,000	$11,554,816
	Engineering - design and inspection	None	1,720,000	1,720,000
	Contingency	None	3,440,000	3,440,000
	TOTALS	$8,404,816	$8,310,000	$16,714,816

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

UMTA CA-03-0043

SUPPLEMENTARY AMENDMENT DETAIL

PROJECT DESCRIPTION

Rerail Twin Peaks Tunnel. Bids have been received for this project and the low bid amounted to $1,587,598. This is the second time this project has been bid because the first bid call resulted in irregularities in the low bid and, on the advice of the City Attorney, all bids were rejected. UMTA has forwarded a "no prejudice" letter for this project, dated November 28, 1973, and the contract for the work has been awarded. This project is extremely expensive because the tunnel is used by all rail lines which prevents closure of the tunnel to perform the rerailing work. In order to minimize the impact, it is necessary that all work be accomplished during the hours of minimum service (10:00 p.m. - 5:00 a.m.) when substitute buses are provided. The additional amount required is $672,000 which makes the revised line item $1,588,000.

Rerail N Line. The increased costs are due to the inflation in construction costs and the inclusion of a semi-exclusive right-of-way in City streets which is 3 inches higher than adjoining traffic lanes. The local legislative body has enacted legislation which prohibits driving on the right-of-way except by emergency vehicles. Left turns are also prohibited. These improvements will speed up transit car

service by minimizing interference from automobile traffic along approximately three miles of this route. The additional amount required is $589,000 which makes the revised line item $4,174,000.

Rerail L Line. Like the N line above, inflation and improvements have contributed to cost increases. However, due to extensive commercial development along this line and objections from merchants to raised rights-of-way, the raised portion will be limited to one mile. The estimated additional requirements amount to $303,000 which makes the revised line item $2,536,000.

Rerail J Line. This rerailing project will include approximately 1-1/2 miles of the raised right-of-way. All of these semi-exclusive zones include raised platforms to protect the Muni patrons. The additional amount required is $251,000 which increases this line item to $1,145,000.

Rerail K Line. While this line will not include a raised right-of-way because of commercial development extending along most of its length, inflation in construction costs requires an increase. Also included in this project is landscaping the exclusive right-of-way located in the median strip of Junipero Serra Boulevard between St. Francis Circle and Ocean Avenue. The additional amount required is $74,000 which makes this line item $815,000.

New Overhead Wire System. When initial application was made for the Transit Improvement Program, insufficient information was available on what would be required to convert the trolley wire system from poles to the pantograph operation of the LRVs. During the selection process for a consultant to design the new overhead system, it became

evident that this project was underfunded. The increase is due to:

a. Streetcar lines must continue in service while the overhead work is being performed. Work during daytime hours would cause serious disruptions in service so execution will have to be effected during nighttime hours.

b. Right-of-way modifications will bring about street widenings and sidewalk narrowings which will increase loadings that cannot be accepted by a substantial number of poles due to their deteriorated condition.

An increase of $3,115,000 is indicated which revises this budget item to $4,350,000.

Forest Hill Station. The original application for improving this station in the Twin Peaks Tunnel, which was constructed in 1917, visualized rehabilitation for $1,892,000. Subsequent and more extensive engineering analysis revealed that it would not be prudent to expend this amount because so little improvement could be achieved. Compliance with the strict San Francisco earthquake codes also will be required. A preliminary engineering report is being prepared which will evaluate the most cost effective design to make this station comparable with the eight new stations the Bay Area Rapid Transit District (BART) is constructing for Muni. Utilizing cost data from these eight similar stations, full rehabilitation or replacement is estimated to approximate $8,000,000. The line item must be increased, therefore, by $6,108,000.

Rehabilitate Communication Control Center. Numerous discussions held with manufacturers of communications equipment and preparation of preliminary designs indicates this project has been underfunded. Procurement and installation of minimum levels of equipment capability will require an additional $120,000 making the revised line item $300,000.

New Rail Car Storage and Service Facility and K Line Terminal. The consultant for these facilities has prepared a cost estimate based on preparatory plans developed to meet the requirements of this rail transit core. The exceptionally qualified consultant has developed an efficient and cost-conscious design to provide for an extremely effective operation involving many rail functions.

In addition to a complete maintenance shop and storage yard for up to 100 transit cars, there will be a track maintenance division, a blacksmith shop and a rail bending shop. These last named facilities will be constructed on another site to be acquired near the new combined shop and motor coach facility which is being constructed at 22nd and Indiana Streets. Since it is not mandatory that these functions be performed at the same site as the transit car storage, and insufficient space exists within the storage area, the alternate site will be more cost effective.

Inflation has driven construction costs higher than anticipated and detailed engineering design reveals significant added costs to the original estimates. The revised amount for this line item is $10,200,000 requiring an increase of $4,734,000.

Safety Train Control for Subway. Four bids were received for the subway signal system. The low bid was almost $900,000 lower than the next lowest bid so a contract was awarded for $3,251,000. The budgeted amount of $2,741,000 has been extended by UMTA letter of no-prejudice to the awarded amount. Additionally, a modification of the contract for approximately $100,000 will be required to insure efficient spotting of the transit cars at the subway stations. This modification is essential to subway operations since the equipment will prevent a train from entering a station if there are not sufficient loading positions available because of a preceding train. The increase in this line item is $610,000 to a new budget amount of $3,351,000.

Fare Collection and Passenger Guidance Equipment. When the Transit Improvement Program was conceived, it was hoped that platform destination signs would be installed by organizations in exchange for advertising rights on the signs. Although it now appears this is not economically feasible, it is still absolutely essential that passengers be directed to the loading positions on the platforms after being notified of the arriving trains. It will now be necessary for Muni to install this system at an estimated cost of $2,000,000 thus increasing this line item to $4,641,000.

New Shop Equipment. The engineering firms that are designing the new motor coach storage and maintenance facilities and the transit car storage and maintenance facilities have compiled lists of new shop equipment that will be required for the efficient operation of these two new facilities. Based on current prices for the items on

these lists, an additional $1,838,000 will be required to effect the procurement raising the budgeted amount to $2,500,000.

Radio Antenna in Subway and Tunnels. Considerable work has now been accomplished on the design and the additional information on requirements indicates a revised cost estimate is appropriate. The new amount is $490,000 requiring an increase of $323,000 to the present line item.

Vehicle Location Monitoring System, Communications and Surveillance Equipment. A subway transit car monitoring system which will incorporate a display console, schematically representing the subway divided into zones, will be installed. This phase of the monitoring, an integral part of the total system, was not in the original program because the technology did not exist at that time. The display will identify all streetcars in each zone at all times. The transit cars will be identified by route designation and by car number, and by other data which conditions may require. The added funds are estimated at $500,000 , making this line item $1,814,000.

New Combined Central Shop and Replacement for Ocean Avenue Coach Yard. Two projects, which were separate line items, have been combined for construction on one site. Purchase of the site (8.5 acres) amounted to $1,642,000 including relocation costs. All the parcels involved in this acquisition have now been acquired and relocation will be completed shortly. The engineering firm which has completed preliminary design of the facilities to be constructed has prepared a construction cost estimate. The design incorporates all necessary functions for

storage and operation of one of the two motor coach divisions of the Muni, and also the heavy repair and maintenance of the Muni's entire motor coach fleet of over 500 vehicles. Repair facilities for the cable cars have been included on the site. Environmental requirements imposed by local, State and Federal legislation have contributed to the increased cost of this major facility. Acquisition of adjoining properties to eliminate a street grade problem so most efficient use can be made of the traffic flow through the site is now included at $350,000. If these properties are not acquired, estimates are that the damages paid to owners when the street is constructed could approach the cost of total acquisition. Off-site employee parking facilities will be constructed on land under Interstate Freeway 280 leased from the State of California. The increased costs of all the above additional requirements amount to $4,633,000 bringing this line item to $10,619,000.

Extend Cable Car Line to Fisherman's Wharf. The current budget provides for the extension of the No. 59 (Powell-Mason) Cable Car Line from its present terminus at Bay and Taylor Streets to the edge of the Fisherman's Wharf area. It is now generally agreed the line should extend to the center of the area and have a terminal facility with an off-street turntable. The citizens of San Francisco and its numerous visitors will welcome this extension because the present terminal is three blocks from the area and persons are fearful of walking this distance at night. The extension will eliminate such fear and encourage the vehicle's use since passengers will be discharged in a well-lighted active surrounding.

The revised estimate for this project is $1,900,000, of which a large share is due to relocation of utilities necessitated by installation of cable car slots and tracks, making the increase $1,065,000.

Engineering and Inspection. Design and inspection engineering should be provided to cover the supplements contained in this amendment. An additional amount of $2,675,000 will be needed, increasing this line item to $7,071,000.

Contingencies. No contingency is included in this program. Since the work will be performed over an extended period of years in an era of economic uncertainty, it seems appropriate to recognize that budget modifications will be required. Applying a 10% safety factor to the currently approved construction elements, as well as to the items in this amendment, would lead to the provision of $7,278,000.

The additional requirements outlined above total $36,888,000. The line items in the currently approved budget were prepared in early 1971. Since that time the scope of each line item has been developed by more thorough engineering studies and additional elements have been included to promote efficient operations and improve service. Inflationary trends in construction costs have occurred that are unprecedented which results in substantially greater costs.

UMTA PROJECT NO. CA-03-0013
TRANSIT IMPROVEMENT PROGRAM - MUNICIPAL RAILWAY
SUPPLEMENTARY AMENDMENT

PROJECT LINE ITEM			APPROVED AMOUNT	ADDITIONAL REQUIRED	REVISED AMOUNT
010	151200	Rerailing Twin Peaks Tunnel	$ 916,000	$ 672,000	$ 1,588,000
040	151200	Rerailing N Line	3,585,000	589,000	4,174,000
050	151200	Rerailing L Line	2,233,000	303,000	2,536,000
020	151200	Rerailing J Line	894,000	251,000	1,145,000
030	151200	Rerailing K Line	741,000	74,000	815,000
070	150403	New Overhead Wire System	1,235,000	3,115,000	4,350,000
080	151200	Forest Hill Station	1,892,000	6,108,000	8,000,000
120	301200	Rehabilitation Communication Control Center	180,000	120,000	300,000
130	151100	New Rail Car Storage and Service Facility and K Line Terminal	5,466,000	4,734,000	10,200,000
140	300900	Safety Train Control for Subway	2,741,000	610,000	3,351,000
150	300900	Fare Collection and Passenger Guidance Equipment	2,641,000	2,000,000	4,641,000
160	300300	New Shop Equipment	662,000	1,838,000	2,500,000
180	150207	Radio Antenna in Subway & Tunnels	167,000	323,000	490,000
190	150205	Vehicle Location Monitoring System, Communications & Surveillance Equipment	1,314,000	500,000	1,814,000
200	301100	New Combined Central Shop and Replacement for Coach Yard	5,986,000	4,633,000	10,619,000
260	151130	Extend Cable Car Line to Fisherman's Wharf	835,000	1,065,000	1,900,000
600	300801	Engineering and Inspection	4,396,000	2,675,000	7,071,000
600	300801	Contingencies	-0-	7,278,000	7,278,000
		TOTALS	$35,884,000	$36,888,000	$ 72,772,000
		Projects Not Being Amended	7,284,000	-0-	7,284,000
		Total TIP Cost	$43,168,000	$36,888,000	$ 80,056,000

SAN FRANCISCO MUNICIPAL RAILWAY

SYSTEM IMPROVEMENT PROGRAM

DESCRIPTION OF PROJECT

This program is the fourth step in the modernization program of the San Francisco Municipal Railway (Muni). It consists of requests for additional vehicles to permit total replacement of the rolling stock, except cable cars, and system improvements to provide efficient transportation to meet the requirements of the citizens and many visitors to San Francisco.

Several years ago San Francisco chose to commit a large share of its transportation system to electrical propulsion methods. Now, in this era of energy and environment-consciousness, that commitment goes a long way toward minimizing air pollution and reducing the use of petroleum products.

Previously approved programs in the rehabilitation process are the Transit Equipment Program (TEP) (CA-03-0022), Transit Improvement Program (TIP) (CA-03-0043) and the Power Improvement Program (PIP) (CA-03-0056).

Subway-Surface Transit Cars. The Muni is obtaining 80 subway-surface transit cars, known as Light Rail Vehicles (LRV), as a result of a joint bid with Massachusetts Bay Transportation Authority, under

sponsorship of UMTA. The contract includes an option for an additional 12 cars to be exercised at a later date. The excellent bid price provides Muni with the exceptional opportunity to obtain enough cars to provide optimum service in meeting increased demand evolving from the vastly improved system and the current emphasis being placed on mass transportation facilities. Because of these latter factors, it is proposed to increase the option by an additional 8 cars, making the request a total of 20 cars. This number would provide operational flexibility and permit future line extensions as the need developed. Using the contract cost of $319,000 per car for the 12 cars covered by the option and estimating that a price of $350,000 could be negotiated with the Contractor for the additional 8 cars, the cost amounts to $6,628,000. Added also are 20 sets of car-borne signal sets at $6,000 each for an additional amount of $120,000. The total amount being requested is therefore $6,748,000.

Motor Coaches. At the time of the Muni's original application, it was operating 523 motor coaches. Under the Transit Equipment Program, 401 motor coaches were obtained to replace an equal number of old motor coaches. It is now intended to replace the remaining old motor coaches which have exceeded their economic maintenance and service life. The 401 previously purchased and the 100 48-passenger radio-equipped motor coaches requested herein will permit the Muni to operate 501 motor coaches. This number of motor coaches is visualized as the appropriate number to operate considering the impact of the Bay Area Rapid Transit System.

Increased ridership may require an expansion of this fleet which will be undertaken when trends are more apparent and can be substantiated. Not only will this 100 upgrade the system with modern and efficient equipment but they will provide the base for a planned replacement program spread over a period of time. These 100 coaches are estimated to cost $4,000,000.

Small Transit Type Coaches. Initially, 50 of the smaller type coaches were approved under TEP to be used where smaller vehicles could be most effectively employed, such as in various shopping and downtown areas, and in some outlying and less patronized areas. Because of the lack of a contingency fund in TEP, transfers were made from this line item to meet more immediate needs. The need for this vehicle still exists and it is proposed to begin acquisition shortly. The number authorized has now been reduced to 20. The requirements amount to 25 coaches therefore this request is for 5 small coaches at an estimated cost of $125,000.

Trolley Coaches. At the time of the original request, the Municipal Railway had 360 trolley coaches. Replacement was requested for 210 since they contained similar electrical components that could be refurbished. The intent, and the cost estimates derived, were to refurbish the electrical parts and rebuild the chassis and bodies. The remainder of the trolley coaches contain electrical elements that are not economical to refurbish requiring procurement of new vehicles. It is the policy of the Public Utilities Commission, subsequently confirmed by the Board of Supervisors, that electric trolley

coaches are the most efficient and non-pollutive transit vehicles operating off track. This public policy is strongly supported by the citizens of the community, making the replacement of the balance of the trolley coaches inevitable. Since the last 40 in the fleet were purchased in 1952, it is apparent that the remainder must be replaced at an early date. It is anticipated that only 135 additional coaches will be required, for a fleet total of 345. Purchase of new vehicles is estimated at $60,000 a unit, requiring $8,100,000 for this line item.

Service Vehicles for Subway Operation. When the new Market Street subway commences operation, it will be necessary to have available certain service vehicles. It is proposed to convert PCC streetcars now owned by Muni to meet these requirements. The required service vehicles are the following: wrecker, electrical line equipment car, custodial car, money vault car and rail grinder. The estimated cost of these conversions is $480,000.

Driver Training Simulator. When all the vehicles are acquired under the various programs, the number of Muni off-track vehicles will amount to 845. It is proposed that a coach simulator for training both student and experienced drivers will result in lower maintenance and operation cost, will contribute to fewer accidents and damage claims, and improve driver communication with passengers. The simulator will provide a driving experience similar to that found on San Francisco streets and will be part of the training facilities at the Muni headquarters. Preliminary discussions with potential suppliers have resulted in estimated hardware and software costs of $125,000.

Motor Coach Noise Suppressors. As a result of experiments conducted by General Motors and by the San Francisco Municipal Railway utilizing our equipment, it has been determined that the application of fluid fans to the fleet of 390 General Motors 8-cylinder diesels will significantly reduce the decibel rating of the noise emitted. A noise abatement ordinance has been passed by the Board of Supervisors which requires various equipment to be muted to the levels specified within the ordinance. The Municipal Railway motor coaches are continually criticized for the high level of noise they contribute to the City's environment. To comply with the desires of the citizens and to encourage acceptance of mass transit, it is proposed to retrofit the 390 General Motors coaches with fluid fans at an estimated cost of $200,000.

Computerized Scheduling Program. The MITRE Corporation, under the sponsorship of UMTA, has developed a run-cutting and scheduling program (RUCUS) which will greatly simplify and speed up the complex scheduling process. The estimated cost of installing RUCUS is $500,000. Scheduling runs for the four transportation modes used in San Francisco make Muni a prime candidate for such a system. To permit utilization of the program, extensive system work will be required to convert our present procedures to those compatible with the program. Several large transit authorities are preparing for this conversion because of the beneficial effects of system service and response time.

Rerail M Line. In the Muni's original TIP application, it was considered that the M Line rerailing could be deferred for approximately 10-15 years,

but thorough investigation of the track and roadbed have revealed that is should be rerailed now. The outer portion between Junipero Serra Boulevard and the terminus at Broad Street and Plymouth Avenue is in good condition and can be deferred, but the track between St. Francis Circle and Junipero Serra Boulevard produces a rough ride with considerable sidesway. Added to this project is the rerailing along West Portal Avenue between Ulloa Street and St. Francis Circle, which is a part of the M Line but is shared by the K Line and cars of the J, L, and N Lines, when they are entering or leaving revenue service. A raised semi-exclusive right-of-way is also proposed for the portion of track along West Portal Avenue, which is badly in need of replacement due to the heavy streetcar traffic. The estimated cost of this project is $1,996,000.

Connect M Line to BARTD Balboa Park Station. Under the TIP the K Line will be extended from the Phelan Loop to the BARTD Balboa Park Station. By installing less than a mile of track on San Jose Avenue from Geneva and San Jose Avenues to the M Line terminal at Broad Street and Plymouth Avenue, the M Line could then provide direct service to the station also. In addition, it would be possible to move M cars into and out of service directly instead of sending them to West Portal and then reversing for the trip to the outer terminal at Broad and Plymouth, a distance of 5.4 miles. The estimated cost of this track installation, including the trolley wire overhead, is $1,390,000.

Embarcadero Spur. When the Market Street subway was designed by BARTD no provision was made to remove one or more disabled cars from the mainline tracks which would severely hamper subway operation. It is now proposed

to build an underground box structure by the cut-and-cover method having a spur track with space for two transit cars. The spur tracks would branch off from the mainline tracks under the intersection of Fremont and Market Streets. A disabled car would be pushed into the spur track and repairs performed or if the extent of repairs necessitated return to the shops the car would be towed out during periods of minimal subway operation. This facility is estimated to cost $2,000,000.

Municipal Railway Building. The present Municipal Railway general offices located at Geary Boulevard and Presidio Avenue are totally inadequate for efficient and effective management and administration of San Francisco's transportation system. The offices are located in a building that was constructed as a carbarn in 1912 and is in a constant state of repair. The floor plan has no relation to modern concepts of efficiency in either use of space or facilitating employees activities. Maintenance costs are high and its location is poor with respect to the Muni operating properties. It is proposed to locate these offices in a building to be constructed adjacent to the rail car storage and maintenance facilities and would not involve land acquisition.

For economy and coordination the building would be the offices of all Utilities Departments. These other departments are the San Francisco Water Department and the Hetch Hetchy Water and Power System. The Transit Power Division of Hetch Hetchy has full responsibility for the operation of the electrical network of the Muni, providing power to the rail cars and trolley coaches, and is currently proceeding with a $30 million UMTA project to rehabilitate this electrical distribution and feeder system.

The engineering consultant for the rail car facilities has developed a preliminary plan and cost estimate for the building which is $9,000,000. An estimated two-thirds would be allocable to the transportation system functions resulting in a pro-rata share of $6,000,000.

Engineering. This item covers the necessary design and inspection engineering required for the construction projects in the program. Engineering costs for the additional vehicles has been covered in previous grants. The amount needed for this item is $1,138,000.

Contingencies. This item will provide for cost escalation at a greater rate than estimated and any modifications that may be required and cannot be foreseen at this time. The amount provided for this item is $3,166,000.

SAN FRANCISCO MUNICIPAL RAILWAY

SYSTEM IMPROVEMENT PROGRAM

Project Line Item	Estimated Cost
Purchase of 20 additional subway-surface transit cars	$ 6,748,000
Purchase of 100 additional radio-equipped diesel transit buses	4,000,000
Purchase of 5 additional small transit type coaches	125,000
Purchase of 135 additional electric trolley coaches	8,100,000
Service vehicles for subway operation	480,000
Driver training simulator	125,000
Motor coach noise suppressors	200,000
Computerized scheduling program	500,000
Rerail. M Line	1,996,000
Connect M Line to BARTD Balboa Park Station	1,390,000
Embarcadero Spur	2,000,000
Municipal Railway Headquarters Office Building	6,000,000
Engineering and Inspection	1,138,000
Contingencies	3,166,000
TOTAL -------	$35,968,000

Public Utilities Commission
City and County of San Francisco

SAN FRANCISCO MUNICIPAL RAILWAY

949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

December 21, 1973

Subject: Municipal Railway
Monthly Report for October

TO: Mr. J. D. Crowley
General Manager of Public Utilities

FROM: J. M. Woods, General Manager
San Francisco Municipal Railway

I am renewing a prior practice of sending monthly reports to the General Manager of Public Utilities.

They will contain highlights of Muni's operations and plans.

There will be many items that will already be very familiar to you. They are included because we are also providing all Muni employees an opportunity to read the report as a means of keeping them informed.

John M Woods
J.M.W.

cc: Muni Department Heads
Note the last paragraph
and please comply.

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT
FOR OCTOBER 1973

There aren't any separate reports for this fiscal year for the months of July through September. Consequently, some information from these months is included in this report.

JOHN M. WOODS
General Manager

TRANSIT IMPROVEMENT PROGRAM

The New LRV System

For the uninitiated reader, a couple of definitions:

LRV - An abbreviation of light rail vehicle. LRV is a term used to designate a modern streetcar type vehicle. It can be designed to operate either as a streetcar exclusively, a subway and/or elevated transit car exclusively, or a combination of the two. When Muni takes delivery of its 80 new LRVs, they will be subway/surface transit vehicles.

MUNI METRO - This term refers to the entire physical facility that will be constructed to make use of the new LRVs and includes the LRVs themselves.

The new subway portion of Muni Metro will be under Market Street from the Embarcadero to the Twin Peaks Tunnel. The Twin Peaks and Sunset Tunnels are being remodeled to accommodate the LRVs. Muni Metro will have five subway stations in addition to those shared with BART. Our exclusive stations will be Van Ness Avenue, Church Street, Castro Street, Forest Hill, and West Portal.

The N Judah and J Church LRVs will leave the Market Street Subway at Duboce Avenue to surface on Duboce at Church in order to follow their present lines.

The present streetcar terminal at the East Bay Terminal will not be used by the LRVs. The Embarcadero Station shared by Muni Metro and BART will be the Eastern Terminal.

Muni Metro will be a unit of the entire Muni system and as such will have the same fare structure.

Extension of K Ingleside Line

Plans to extend the K line from Phelan Loop to run in next to the BART Balboa Park Station are proceeding into the final design stage. We should be ready for revenue service on the extension about June 1975.

Eventually the M Ocean View line will have a direct revenue service line from its present terminal at Board Street and Plymouth Avenue to the BART Balboa Park Station.

New PUC Office Building

We expect that within five years a new office building will be constructed on the site of what is now the Ocean Motor Coach Division. The building will be close to the new LRV storage and maintenance facility, that is also yet to be constructed. The Muni, Water Department, and Hetch Hetchy Project will occupy three, two, and one floors respectively. The PUC general offices will remain in City Hall.

New Motor Coach Storage and Maintenance Facilities

We have arranged for the purchase of the old Tubbs Cordage property at 22nd and Indiana Streets. On this location will be built a new motor coach facility to include light and heavy maintenance and motor coach storage. The Transportation Department's Ocean Division is scheduled to move to this new facility in November 1974. The 24th and Utah Shops should follow within a year.

K Ingleside Line Rerailing and Landscaping

Plans are nearing completion to rerail and landscape that portion of the K line on Junipero Serra Boulevard between St. Francis Circle and Ocean Avenue. This demonstration project will show the public that a streetcar right-of-way can be made aesthetically pleasing; and it will go a long way towards minimizing opposition to the proposed crossover along Sunset Boulevard between the L line and the N line.

N Judah Streetcar Line

The N line will be rerailed in a rather unique way for San Francisco. The rails will be on a raised, semi-exclusive right-of-way from 9th Avenue to 19th Avenue, resulting in a "transit preferential street" near the end of 1974. It is proposed to eventually extend the raised rail right-of-way all the way to 48th Avenue.

Cable Car Terminal Facility

A preliminary design has been developed for the installation of a structure for fare collection and passenger guidance at the Victorian Park terminal of the Hyde Street Cable Car. An enclosure would provide railing to enforce orderly boarding lines. Fare collection turnstiles will also be included. The conductor would have to collect fares only from passengers boarding along the route. If this installation proves successful, we will probably install them at other cable car terminals.

Passenger Waiting Stations

Three prefabricated shelters have been received and one more is due. Our Track and Maintenance Department is doing the installation. One of them may be seen at Union and Van Ness. Another is located on Geary Boulevard at St. Joseph's Avenue (in front of Kaiser Hospital). The other two will be reported on later. After a one-year trial, fifty more shelters of the best materials and design will be installed.

ENGINEERING PROJECTS

Presidio Building

The remodeling project has begun and should be finished in about three months. A part of the work involves a new room and modern equipment for the Passenger Information Section of the Public Service Bureau. Another part is to provide office space for the two new positions of Deputy General Managers, their secretaries, and the new position of Senior Management Assistant. Several other departments are being required to change their office locations to accommodate the new offices. The cost estimate is $96,380.

In order to eliminate a rain-caused water leakage problem, approximately 12,000 square feet of skylights will be covered. The estimated cost is $17,000.

Grant Avenue Proposed Cable Car Line

The Muni received a request to make a feasibility study regarding the installation of a new cable car line to run on Grant Avenue for most of its route and have the Coit Tower parking area for its North terminal. The estimated cost for the facilities is ten million dollars. We don't expect its construction.

California Street Cable Car Line

There are preliminary plans to modify the cable car terminal at California and Drumm Streets to accommodate the BART Embarcadero Station Entrance. The current estimate is for an $80,000 cost.

PERSONNEL

New Eligibility List for Operators

About 600 of the people taking the written examination also passed the oral one. Of the 1,902 authorized operators, we now have 1,801 on board, a deficiency of 101, which we will start reducing at the rate of about 20 per week. We hope to start the training early in January.

Louette Colombano, a typist in our Accounting Office, holds position 79 on the eligibility list. We wish her good luck and congratulations.

SCHEDULES

Twin Peaks Tunnel Track Reconstruction

In order to reduce the time necessary to rerail the Twin Peaks Tunnel and minimize delays, the contractor will be permitted to use the "M" right-of-way as a staging area. It is therefore necessary to replace streetcars on this line with motor coaches during all hours of operation on weekdays and Saturdays. In order to accomplish the work in the Twin Peaks Tunnel proper, streetcar service on lines J, K, L and N will be suspended inbound from 10:00 P.M. to 4:40 A.M. and outbound from 11:00 P.M. to 5:30 A.M. Motor coaches will replace streetcars service during these hours. Schedules are being prepared recutting several motor coach lines to accomplish this. The original effective date of December 30, 1973 is being changed due to the additional work on preparing schedules for night and "Owl" service.

Line No. 11-Hoffman

In order to provide service to the new Eugene McAteer High School at Portola & O'Shaughnessy from the Mission District, Eureka Valley and Forest Hill Station, the Line No. 11 outer terminal loop was extended, weekdays, day time only from Hoffman & Grandview to Forest Hill Station for a 90-day trial period. Route via Grandview, Clipper, Portola, Woodside, Laguna Honda Blvd., Portola, Clipper, Grandview to Hoffman thence via regular route.

Line No. 28-Nineteenth Avenue

Effective September 4, 1973 for a 180-day trial period, weekdays only, Line No. 28 (Nineteenth Ave.) trips to Pershing Drive were extended to Divisadero and Chestnut to provide direct access between the Marina and the westerly portion of the City. As this is a major crosstown line it will afford patrons the opportunity to reach their destinations either directly or with a minimum of transferring. Such points as Letterman Hospital, California State University, Fort Miley Hospital, Mercy, Lowell and St. Ignatius High Schools, City College, etc.

Line No. 29-Visitacion

At the request of residents in Visitacion Valley, Line No. 20 was combined with Line No. 29 on a 90-day trial basis to provide improved intra district service. Effective date of change was September 2, 1973.

Line No. 41-Union/Howard &
Line No. 55-Sacramento

September 3, 1973 new schedules were placed in effect improving service on lines No. 41 and No. 55. Traffic checks indicated an increase in patronage and/or congestion in the Golden Gateway area necessitating these changes in order to provide adequate service to our patrons.

BART Emergency Schedules

Schedules were prepared to provide service between various BART stations in the event of BART disablement. Schedules effective November 5, 1973, the day BART commenced operating in San Francisco between Daly City and Montgomery Street.

Extension of Service to Co-ordinate With BART Service

Four route extensions proposed by the Mission Corridor Study were investigated, routes finalized, and estimate schedules prepared for presentation to the San Francisco Public Utilities Commission.

1. Line No. 25-Bryant & Line No. 80-Leavenworth
   Line No. 25 operating from Geneva & Santos currently terminates at 5th & Jessie Streets. Line No. 80 operating from Jackson & Fillmore and Chestnut & Hyde currently terminates at Mason & Market. These lines would be combined via the new 5th Street extension, connecting the BART Powell Station and providing through service between north and south of Market areas.

2. Line No. 53-Southern Heights
   Recommended extension from 16th & Bryant to 16th & Mission provides Potrero Hill patrons with direct service to BART and Muni Mission Lines.

3. Line No. 23-Crescent
   Recommended extension from 24th & Mission to 22nd & Mission provides direct service from Crescent area to BART.

4. Line No. 51-Silver
   Recommended extension from Silver & Mission to Bosworth and Diamond provides direct service from the Hunters Point Housing Project and Silver Avenue to BART Glen Park Station and connection with Line No. 26 to California State University.

If route maps are needed, they should be requested from the Traffic and Schedule Department.

CLAIMS

For the first time in several years a sufficient amount has been budgeted (reference 1973-1974) for claims payments.

EQUIPMENT

New Streetcars

Eleven presidential conference cars (PCCs) were purchased from Toronto, Canada. Four of them were received on November 27. The other seven are on their way. The purchase price is $1,000 per car. Shipping costs add $3,000 per car; and we expect to spend $6,000 per car to make them useable on our lines. We aren't planning to repaint the exteriors beyond touch-up work. The Toronto colors to be retained are deep maroon on the bottom and beige on the upper half.

TRANSPORTATION

New Management Personnel

The new Civil Service lists have brought changes in personnel throughout the Transportation Department. We now have a Division Superintendent in charge of each division. The Inspectors' Department is now comprised of 74 men - 1 Chief Inspector, 2 Assistant Chief Inspectors, 7 Central Control Dispatchers, and 64 Inspectors. Another new addition is a Security Chief.

Inspectors' Training

A comprehensive training program was developed and implemented for the new Inspectors. At the completion of the Municipal Railway training, the new Inspectors are sent to the S. F. Police Academy for a special one-day course in their legal rights, basic first aid, and procedures for issuing citations.

New Platform Employees

The increase in operating personnel has made it possible to greatly reduce the number of RDO* men used a year ago. In addition to the reduction in RDO men, the number of trips lost has gone from 4144 in October, 1972, down to 2442 in October, 1973. With the hiring of additional operators from the just-completed examination, lost trips because of manpower shortages should be just about eliminated.

*RDO is an abbreviation to signify that an operator has worked on his regular day off.

Security Measures

We have been meeting with the Police Department in an effort to set up a Transit Police Unit. The Ocean Division Superintendent has met with the Principal of Pelton Junior High and representatives of the Transportation Workers Union in an effort to eliminate the vandalism which has been occurring in the Hunters Point area. It was agreed that each of the coaches serving Pelton would be provided with a monitor before leaving the school.

The lighting system at Potrero Division has been modernized with bright new fluorescent light fixtures. This has made a tremendous improvement.

Our new Security Chief reported for duty on Monday, December 3. He is George England, who has previous experience with the Burns Agency and U. S. Army Intelligence.

Cable Car Centennial

The Cable Car Division celebrated its 100th Anniversary from August 1 through August 12, 1973. Seventeen cable cars were decorated by different organizations and competed for the most beautiful and original design.

Cable Car No. 56 won the trophy for the most beautiful car. It was decorated and sponsored by the Mark Hopkins Hotel. It featured a blowup of the Mark Hopkins mansion, cut-out silhouettes of the Mark Hopkins Hotel, its Victorian interior, nostalgic photos; and it carried the Eddie Harkness orchestra.

Cable Car No. 527 took the trophy for the most clever car. It was decorated and sponsored by Earthquake McGoon's. It represented 100 years of jazz and featured flowers, jazz memorabilia and the Turk Murphy Band.

Children's Charter Service

In conjunction with the Office of the Mayor, the Municipal Railway again this year provided 26 charter coaches to take San Francisco's underprivileged children to the pumpkin patch in Half Moon Bay.

ACCOUNTING

Financial Statements

Due to the time involved in preparing the 1974-1975 budget and making special studies, no revenue and passenger data is included in this month's report.

We will provide this data retroactive to the beginning of the fiscal year and make comparisons with previous years.

End of Report

1/8/74

HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: January 8, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

The first preliminary effects of voluntary energy conservation efforts are beginning to appear in the energy usage of two of Hetch Hetchy's major power customers, the Modesto and Turlock Irrigation Districts. Modesto Irrigation District reports that energy consumption is running approximately 12½% below a year ago for December, while Turlock Irrigation District reports a decrease of roughly 6% in household electric meter readings for November as compared with a year ago. With this trend, coupled with the vastly increased water storage behind Don Pedro Dam this year, the Districts will require less energy from Hetch Hetchy, leaving more energy for the beneficial use of Hetch Hetchy's other customers.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Jan. 1, 1974	Per Cent of Capacity	Storage in Acre Feet on Jan. 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	206,160	57	117,677	33
Lake Lloyd	268,800	153,999	57	31,285	12
Lake Eleanor	27,100	3.859	14	1,286	5
	656,300	364.018	56	150,248	23

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was increased from approximately 84 to 234 mgd on December 6, 1973.

Power Production

During the month of December, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 46.880, 57.770 and 75.861 million kilowatthours respectively for a total of 180.511 million kilowatthours, having a value in excess of $1,263,000.

HETCH HETCHY ENGINEERING

HH-491 Fillmore Street - Hayes to Bush - Undergrounding of Feeder Cables. Plans are being finalized for underground modification of utilities in Fillmore Street as part of the Western Addition Approved Redevelopment Project Area.

Undergrounding Feeders for "K", "L", "M", and "N" Lines. Plans are being prepared showing increased size of conductors and additional substations to accommodate new streetcars.

Church Street Substation Feeder Conduits and Equipment Layout. Changes for equipment access and feeder conduits "OK'd" by BART.

Muni Trolley Pole Rehabilitation and Replacement Program. Field survey being conducted to compile data for replacement and repair program.

HH-443 Moccasin Dam Spillway. Model study of weir and dissipator completed. Consultants' report on the studies and their recommendations are being reviewed by engineering staff.

HH-454 Reconstruct Moccasin Sewage Disposal. Negotiation on acquisition of land for the spraying field.

HH-477 Moccasin Penstock Valve House. Preliminary planning and design of structure being developed to enclose valves for protection and security against vandalism.

HH-490 Moccasin Dam Spillway Stilling Basin-Exploratory Core Drilling. Plans and specifications are being finalized. Bid authority will be requested at an early date.

Inundation Maps

Inundation maps and calculations are completed for Priest Dam and Moccasin Lower Dam, and have been sent to the Office of Emergency Services (OES) for their review and comments. These were prepared on request from OES in accordance with Senate Bill 896, Seismic Safety.

Power Improvement Program

Selection of design consultants continued. The professional services agreement with PBQ&D, Inc. and Gibbs & Hill, Inc (PBGH) for the Electrification Design Package was certified by the Controller on December 18, 1973. Work will start in January. The professional services agreement with Bechtel, Inc. for the Substation Design Package was approved by UMTA on December 12, 1973, and is being processed for certification. Negotiations continued with Systems Control, Inc. for the Control and Communications Design Package.

The specifications and bid documents for the purchase of the transit power substation equipment are awaiting final comments from the City Purchaser, and will be advertised in January.

Work continued on plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations.

Conferences were attended with BART and PBTB engineers regarding transit power facilities being provided in the West Portal and Church Street Stations.

A formal request for Environmental evaluation has been filed with City Planning Department covering the new and existing substation sites except for the three sites chosen on City-owned property which are zoned "Open Space". Consideration of alternatives for the latter is in progress.

A meeting was attended at the MBTA offices in Boston regarding problems associated with the propulsion system for the new SLRV's and the effect on the design of the new power system.

Transit Power Engineering

Miscellaneous design engineering was performed in conjunction with existing DPW contracts for Market Street Reconstruction to resolve conflicts between existing transit power facilities and new tree planting.

A meeting was attended at Cahill Construction Company regarding conflicts between the proposed tunnel, from the 525 Market Street Building to the BART Montgomery Street Station, and existing and planned transit power facilities.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Preparing to ship all six operators back to factory for new gears and handwheels
HH-467	Holm Powerhouse, Penstock Protection	145,855	1	100	100	All work was completed on Dec. 6, 1973. Final modification has been sent to Contractor for acceptance.
HH-470	O'Shaughnessy Dam Replace D-C Switchboard	4,320	99	99	73	New DC switchboard received and installed; complete except for operational test.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	-	-	-	Awaiting certification.
HH-475	San Joaquin Pipelines Encasement at Highway 99	181,111	13	43	38	Placing concrete for pipe encasement.
HH-476	Moccasin-Newark Transmission Line Relocate Towers at Highway 99	37,800	65	100	65	All work was completed on Dec. 10, 1973.
HH-478 (Informal)	Moccasin and Red Mountain Bar Insulate Metal Buildings	3,023	-	-	-	Bids received on Dec. 13, 1973. Low bidder, Valley Asbestos Co., notified to submit insurance certificate
HH-481	Moccasin House - Ceiling Insulation	6,230	-	-	-	Awarded Dec. 11, 1973 to Sacramento Insulation Contractors.
HH-485C	Moccasin-Newark Transmission Line Paint Steel Towers	31,755	0	100	60	Awaiting Contractor's guarantee bond.
HH-487 (Informal)	Moccasin Carpenter Shop, Reconstruct Sawdust Collection System	1,957	0	0	10	Contractor notified to proceed on Dec. 24, 1973.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-488	Installation of San Jose Avenue Storage Track	$ 10,800	-	-	-	Awarded November 27, 1973 to L. K. Comstock.
M/TID HH-5	River Road	111,900	17	37	81	Contractor continues with clearing, fencing and grading roadway.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0024	Van Ness Street Station	0	99	Routine maintenance
1S0032	Church Street Station	0	38	Routine maintenance Partial shutdown due to strike
1S0033	Castro Street Station	0	38	Routine maintenance Partial shutdown due to strike
1S3022	Civic Center Mezzanine Extension	0	99	Awaiting correction of conduit bank in Manhole 98
1S3051	Embarcadero Mezzanine	0	30	Routine maintenance
1S3026	Civic Center Station Entrance No. 3	0	20	Routine maintenance

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	50	Routine maintenance
2	Front to Fifth	0	30	Routine maintenance
2A	Stuart to Spear	10	100	All work was completed on November 26, 1973.
2B	Fremont to First	0	0	Contract awarded to Homer J. Olsen, Inc.
3	Eighth to McCoppin	0	5	Hetch Hetchy engineers preparing conduit bank relocation drawings.
4	Grant to Stockton	-	-	Pre-Contract Conference was held on December 18, 1973.

MONTHLY REPORT FOR DECEMBER 1973

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 143% to 257% of normal as of December 17; Alameda watersheds averaged from 164% to 217% of normal for the same period.

2. Hetch Hetchy water import: An average of 31.5 million gallons per day (MGD) for the month of November.

3. Sunol Valley Filtration Plant treated 71.0 MGD.
   San Andreas Filtration Plant treated 49.1 MGD.

4. Consumption (MGD average):

   November 1973 - 206.3) 8.7 per cent more
   November 1972 - 189.8)

   12 months preceding

   December 1, 1973 - 252.6) 0.6 per cent more
   December 1, 1972 - 251.1)

5. Storage (million gallons) as of December 17:

   Alameda Div.

   1973 - 24,542) 1.1 per cent more
   1972 - 24,282)

   Peninsula Div.

   1973 - 18,062) 1.7 per cent more
   1972 - 17,783)

   Total

   1973 - 42,604) 1.3 per cent more
   1972 - 42,065)

Operations and Maintenance

BARTD

There are no items of significance to report this month.

Main Break - 34th Avenue and Wawona

On November 21, 1973, at approximately 3:00 p.m., the 16-inch Sunset Reservoir feeder main in 34th Avenue, South of Wawona Street broke, causing temporary water outages and extensive street pavement damage. Water was restored to consumers within approximately one hour. Costs of repair and replacement of damaged street pavement are estimated at $45,000.

Downtown Work Schedule

As customary all utilities including the Water Department, ceased work except for emergencies in the Downtown Area after Thanksgiving Day to January 2, 1974.

Crystal Springs Balancing Reservoir and Pumping Plant

The construction of this project is progressing at a below normal rate due to excessive rainfall and to delayed material deliveries. The project is 85 working days behind schedule as of November 30, 1973.

Centralized Data Acquisition and Control System

The construction of this $332,905 project which will provide a modern telemetry and control system for Department operations is some 166 calendar days behind schedule. The contractor has had difficulty in obtaining materials, but while delivery is now satisfactory the contractor will be unable to make up the delays.

Safety Consultant

Mr. Iver Larson, Executive Vice President, San Francisco Chapter, National Safety Council, was recently appointed as Safety Consultant to the Public Utilities Commission. He is presently conducting inspection of Water Department Divisions. Several reports of these inspections have been received and corrective action is being taken.

United Bay Area Crusade

The final contribution total for the 1973 U.B.A.C. Campaign is $8,487, as compared to $7,978 for 1972.

This represents a 6.3% increase in contributions, with a 55.8% participation rate of our employees.

Energy Crisis

In connection with energy conservation, the automotive and fuel requirements of the Department are presently being reviewed, based on the data furnished by the Division Managers and the Automotive Shop records.

Studies are also under way in other areas in compliance with a directive from the Mayor's Office, dated December 12, 1973. In addition to reviewing the gasoline and diesel oil requirements, the directive includes regulations as to the use of natural gas and electrical energy.

All Division Managers have received departmental directives relative to the above fields of energy for the purpose of control and conservation.

Water Sales

Total Collections

November 1973	November 1972	Decrease
$2,181,387	$2,204,827	$ 23,440

Net Paying Sales

Fiscal Year 1973-1974 to November 30	Fiscal Year 1972-1973 to November 30	Increase
$11,981,456	$11,682,993	$298,463

Leases and Permits

Rents for the month of October included:

Santa Clara Sand and Gravel	$6,575
Crystal Springs Golf Course	4,990

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 18 vehicles.

Vehicular Accident Rate

During the month of November there were 7 accidents in 3 of which the Department driver was at fault. Our frequency rate for all accidents was 31.01 per million miles while driving 193,504 miles.

Industrial Accidents

There were no lost time injuries in November. There are a total of 36 for the calendar year.

Service Renewals

	November 1973	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	256	1,176

Meter Repairs

	November 1973	Fiscal Year 1973-1974
CDD - all sizes	391	1,801
Peninsula (inspected and repaired as needed)	16	43
Contract Program 1, 1-1/2, and 2-inch	-0-	58

Flushing

Area flushing was not scheduled for the month due to the training of a newly promoted Gateman.

	November 1973	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	-0-	-0-
Number of individual flushings to correct objectionable conditions	17	87

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

November 30, 1973

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT Actual	COMPLETED Completed	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1522	Building for Experimental Water Treatment Micro-strainer near Sunol, Calif.	$ 15,391.85	$ 12,625.33	91	100		Waiting for roof tile.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,614,810.00	1,981,222.64	47	60	85	Delayed by rain. Work is now progressing at below normal rate due to excessive rainfall and material deliveries.
WD-1594	Laying 16" D.I. Main in Judah and Irving Streets	175,674.00	0	18	22	4	Inclement weather.
WD-1600	Construction of Centralized Data Acquisition & Control System for the C.D.D.	322,905.00	38,472.00	13	59	166 c.d.	Contractor has had difficulty in obtaining materials. Delivery now satisfactory but contractor will be unable to make up delays.
WD-1612	Laying 6" D. I. Main in Webster Street from Post to Bush Streets	36,945.50	0	66	40		
WD-1631	Laying 6" D. I. Main in Broadway, Battery, Filbert and Sansome Streets	73,856.00	0	13	29	6	Inclement weather

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

November 30, 1973

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1586	Furnish Cathodic Protection B. D. P. L. #3 and #4	November 16, 1973
WD-1623	Laying 8" & 12" D. I. Mains in Keith, Fairfax, Lane & Mendell Streets	November 20, 1973

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

January 22, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS

Municipal Railway

Hetch Hetchy

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-11

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

Commissioner Flynn welcomed Commissioner Henry E. Berman, who was appointed a member of the Public Utilities Commission by Mayor Joseph L. Alioto, vice Louis A. Petri, resigned January 8, 1974.

Commissioner Berman was sworn in on January 14, 1974; his term will expire January 15, 1976.

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Commissioner Byrne whose term expired on January 15, 1974, was reappointed by Mayor Alioto for another four-year term, expiring January 15, 1978.

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SPECIAL ORDER OF BUSINESS: Election of Officers

On nomination by Commissioner Diviny, seconded by Commissioner Byrne, Commissioner H. Welton Flynn was unanimously re-elected President of the Public Utilities Commission for the year 1974. On roll call, Commissioner Flynn abstained.

On nomination by Commissioner Diviny, seconded by Commissioner Berman, Commissioner Joseph P. Byrne was unanimously elected Vice President of the Public Utilities Commission for the year 1974. On roll call, Commissioner Byrne abstained.

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The minutes of the regular meeting of the Commission held January 8, 1974 were approved.

RESOLUTION NO. — On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0025 H — Completion of HH Contract No. 476 - Moccasin-Newark Transmission Lines, Relocate Towers at Highway 99 - Amount of contract, $37,800.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0026 H Completion of HH Contract No. 485C - Moccasin Newark Transmission Line, Paint Steel Towers - Amount of contract, $31,755.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0027 H Approving collection and abandonment of damage claims Bureau of Light, Heat & Power - Month of December 1973

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0028 H Completion of HH Contract No. 470 - O'Shaughnessy Dam, Replace D-C Switchboard - Amount of contract $4,320.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0029 W Bid Call, WD Contract No. 1628 - Excavation and Repaving for Water Service Trenches

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0030 W Bid Call, WD Contract No. 1639 - Laying of 6-Inch Ductile Iron Mains in Yale, Amherst, and Princeton Streets between Felton and Silliman Streets

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0031 M Approving interest rate of $3 million of San Francisco Municipal Railway Improvement Corporation bonds

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0032 M Bid Call, MR Contract No. 704 - Presidio Bus Yard, New Trolley Bus Washer

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0033 M Bid Call, MR Contract No. 705 - Washington-Mason Carbarn, Design, Furnish and Deliver Sheaves

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0034 M Bid Call, MR Contract No. 706 - Embarcadero Plaza, Municipal Railway Rest Rooms

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0035 M Rescheduling date for public hearing - Muni Monthly Pass - to February 13, 1974, at 9:30 a.m.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0036 M Approving payment of claims Municipal Railway Month of December 1973

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0037 M Approving compromise settlements and collections of damage claims - Municipal Railway - December, 1973

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0038 GO Change of February 12, 1974 meeting to Wednesday, February 13, 1974, 9:30 a.m.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0039 M Municipal Railway Professional Services Agreement Carol Levene Productions

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0040 H Declaration of Emergency - Repair of Power Transformer at Kirkwood Powerhouse

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0025-MR Approving payment of claims against the Municipal Railway - Total amount $129,299.49

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 74-0031--Approving net interest rate of 5.018 percent for the sale of $3 million in San Francisco Municipal Railway Improvement Corporation Transit Improvement Bonds, Series B, for Phase I construction of Municipal Railway motor coach storage and maintenance facilities at 22nd and Indiana Streets; approving lease payment schedules; and authorizing execution of Site Lease and Facilities Lease No. 2.

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, explained that the SFMRIC solicited bids on the sale of the $3 million in bonds, with financing supervised and implemented by Salomon Brothers, financial consultants for the Improvement Corporation.

Seven bids were received in the office of Orrick, Herrington, Rowley, and Sutcliffe, bond counsel, on January 22, 1974. All were legal and ranged in net interest cost from the lowest percent of 5.018 to the high of 5.336 percent.

The provisions of the Official Statement and Notice of Sale were met, and Goldman Sachs & Company was successful at 5.018 percent net cost for the $3 million over a 20-year period. The interest rate stipulated ranged in various amounts for 1974 to 1994--from 5.5 percent down to 4 percent in 1994. The interest for the 20-year period will amount to $1,788,485.

The lease payment schedule to meet the bond payments includes the cost of the interest, the capital amortization, as well as the lease cost of the land at $85,000 per year.

Dr. Christensen pointed out that the City was most fortunate in having an AA rating for the bonds which, no doubt, accounted for the extremely favorable bids received.

The Commission commended Jack Dooling of the SFMRIC, Arnold Happeny of Salomon Brothers, Deputy City Attorney Jerome Cohen, John D. Crowley, PUC General Manager and Dr. Christensen on their fine teamwork in this regard.

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During discussion of Resolution No. 74-0036, approving December, 1973, payment of accident claims with Municipal Railway Revolving Funds, Dr. Christensen gave a brief explanation of fiscal procedures for the payment of Municipal Railway settlements and the present status of the claim settlement funds.

He said it is anticipated that the funds available in the claims appropriations will be sufficient to carry to the end of the fiscal year, if no excessively large claim settlements arise.

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The Commission adopted Resolution No. 74-0038, changing the regular PUC meeting which falls on Tuesday, February 12, 1974 (Lincoln's Birthday, a legal holiday) to Wednesday, February 13, 1974, at 9:30 a.m.

Also, the date for the public hearing for the purpose of considering issuance of a Muni Monthly Pass by the Municipal Railway was rescheduled for the Wednesday, February 13 meeting (Resolution No. 74-0035) instead of February 12 (Resolution No. 74-0022).

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Resolution No. 74-0039--Authorizing execution of a Municipal Railway professional services agreement with Carol Levene, dba Carol Levene Productions, for the conduct of a program of audio-visual displays and competitions in San Francisco public and parochial junior high schools on the general subject of mass transportation, and the specific community service of the San Francisco Municipal Railway.

James H. Leonard, Public Service Bureau Director and Assistant to the General Manager, explained the terms and conditions of the agreement, which has the aim of:

: promotion of Municipal Railway ridership and safety;

: the reduction of vandalism;

: enhancement of passenger-operator rapport; and

: heightened awareness of patron responsibility

of trouble-free operation of the Municipal Railway.

The terms of the agreement cover the period beginning January 28, 1974, and run through June 30, 1974. Total sums payable under the contract are not to exceed $23,000.

The program was authorized in the Information Services section of the Muni budget for Fiscal Year 1973-74. The Secretary and Assistant General Manager John C. Farrell advertised in the official City and County newspaper for three days last September, soliciting presentations from professionals interested in being considered for this project. The recommended consultant, Miss Carol Levene, submitted the only presentation. Miss Levene has a reputation as the outstanding professional in this area in the field of graphic education, with an impressive list of references.

The program is $23,000. As coordinator of the $23,000 program, Miss Levene and an assistant she will retain, will receive about $15,500 in the nature of fees. The balance will go for material and supplies, publicity, mailings, etc. The publicity will be coordinated by Miss Levene and Mr. Leonard. The results, the products of the program, will be used continuing through the summer and on into the next school year. Mr. Leonard said the intention is to continue the program.

Mr. Crowley stated that he was reluctant at first to recommend the project because it was the type of contract where one could not measure the performance, but that Mr. Leonard has convince him of its merit. There might even be a by-product, with the students carrying to the streets a feeling that all City property is part of their parents' property and it should not be abused.

Commissioner Berman asked Miss Levene the amount of time she proposed to spend personally on the program inasmuch as the contract was non-exclusive; also, whether the school officials were aware of the scope of the program.

Miss Levene indicated she would devote as much time as the project requires, and that with a ground-breaking program such as proposed, this would mean time and a half. She said she has talked to school administrators on an informal basis and they expressed their cooperation.

Commissioner Berman suggested that the children of City employees who attend junior high school could be utilized as a medium in developing this program, and Commissioner Byrne suggested the possibility of including the operators of the Muni vehicles in those parts of the program dealing with the furtherance of operator-passenger rapport.

John T. Squire, President of Transport Workers Union, Local 250A, said that on the surface the school audio-visual program sounded good. He said he was at a disadvantage to comment on the use of Muni drivers and their families in the program because this particular aspect had not been discussed with his organization. Mr. Leonard pointed out that during the formative period of the project that it had been reviewed in detail with TWU representatives.

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Resolution No. 74-0040--Declaring the existence of an emergency in connection with the failure of a single-phase transformer at Robert C. Kirkwood powerhouse, and requesting transfer of funds in amount of $115,000 to provide for emergency repairs, including temporary replacement.

Hetch Hetchy General Manager Oral L. Moore reported that a temporary replacement transformer has been located; and only charge to City will be for transporting it to the site and the return in the same condition to the supplier, Pacific Gas & Electric Company, upon repair of the damaged transformer. Mr. Moore estimated it would take from six to eight weeks to repair the disabled transformer with replacement coils.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Crowley announced that the Muni Man of the Month ceremonies would take place at Potrero Division on January 9, 1974, at 9:30 a.m.

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Roll Call:

All Commissioners passed.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0025

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 476, Moccasin-Newark Transmission Lines, Relocate Towers at Highway 99, as satisfactorily completed and approves final payment of $25,893.00 in favor of the Contractor, Slater Electric Company of California, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JAN [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0026

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 485C, Moccasin-Newark Transmission Line, Paint Steel Towers, as satisfactorily completed and approves final payment of $8,034.02 in favor of the Contractor, C.C. Knight Painting.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 22 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0027

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power, and the City Attorney, hereby approves collections and damage claims which the Department has made against miscellaneous debtors during the month of December, 1973.

Bureau of Light, Heat and Power	$ 297.06
Bureau of Delinquent Revenue	854.10
	$1151.16

RESOLVED, That this Commission, under Bureau of Delinquent Revenue authorization, hereby approves the abandonment of claims in the amount of $2,647.74.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JAN [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0028

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 470, O'Shaughnessy Dam, Replace D-C Switchboard, as satisfactorily completed and approves final payment of $4,320.00 in favor of the Contractor, Slater Electric Company of California, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0029

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD-Contract No. 1628 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1 (b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0030

RESOLVED, That this Commission approves the plans and specification, and hereby authorizes Bid Call as follows:

WD Contract No. 1639--Laying of 6-Inch Ductile Iron Mains in Yale, Amherst and Princeton Streets between Felton and Silliman Streets

and, be it further

RESOLVED, That the activity described hereon is included as part of a project which has been declared by the Department of City Planning to have a negative effect on the environment under File No. EE-21 dated November 17, 1972.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ________________________________

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0031

WHEREAS, This Commission approved the selection of the low bidder for the Motor Coach Storage and Maintenance Facilities, Phase I, in its Resolution 73-0425, dated November 13, 1973, and recommended to the San Francisco Municipal Railway Improvement Corporation (SFMRIC) that it make the award and prepare a lease with the City in connection with the facilities to be procured; and

WHEREAS, The San Francisco Municipal Railway Improvement Corporation has solicited bids on a bond issue to provide the monies to accomplish the procurement; and

WHEREAS, The San Francisco Municipal Railway Improvement Corporation has received bids this date, of which the lowest percentage of net interest cost is 5.018; and

WHEREAS, The payment schedule in the aforementioned lease to amortize the principal, interest and cost of the bond is in accordance with the attached schedule; now, therefore, be it

RESOLVED, That this Commission approves the acceptance of the interest rates stipulated and the lease payment schedule to meet the bond payments; and, be it further

RESOLVED, That this Commission authorizes the General Manager of Public Utilities to execute the Site Lease and Facilities Lease No. 2 (Motor Coach Storage and Maintenance Facilities, Phase I).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 22 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0032

LEASE PAYMENTS
CITY TO SAN FRANCISCO MUNICIPAL RAILWAY IMPROVEMENT CORPORATION
FOR $3,000,000 CORPORATION SERIES B BONDS

	Land Lease	Debt Service Payments	Total Lease Payments
7-15-75	$	$ 77,235	$ 77,235
1-15-76	85,000	197,235	282,235
7-15-76		73,935	73,935
1-15-77	85,000	198,935	283,935
7-15-77		70,497.50	70,497.50
1-15-78	85,000	195,497.50	280,497.50
7-15-78		67,060	67,060
1-15-79	85,000	197.060	282,060
7-15-79		63,485	63,485
1-15-80	85,000	198,485	283,485
7-15-80		59,772.50	59,772.50
1-15-81	85,000	199,772.50	284,772.50
7-15-81		55,922.50	55,922.50
1-15-82	85,000	200,922.50	285,922.50
7-15-82		51,935	51,935
1-15-83	85,000	196,935	281,935
7-15-83		47,947.50	47,947.50
1-15-84	85,000	197,947.50	282,947.50
7-15-84		43,822.50	43,822.50
1-15-85	85,000	198,822.50	283,822.50
7-15-85		39,870	39,870
1-15-86	85,000	199,870	284,870
7-15-86		36,030	36,030
1-15-87	85,000	201,030	286,030
7-15-87		31,987.50	31,987.50
1-15-88	85,000	201,987.50	286,987.50
7-15-88		27,737.50	27,737.50
1-15-89	85,000	202,737.50	287,737.50
7-15-89		23,362.50	23,362.50
1-15-90	85,000	203,362.50	288,362.50
7-15-90		18,862.50	18,862.50
1-15-91	85,000	203,862.50	288.862.50
7-15-91		14,145	14,145
1-15-92	85,000	204,145	289,145
7-15-92		9,300	9,300
1-15-93	85,000	209,300	294,300
7-15-93		4,100	4,100
1-15-94	85,000	209,100	294,100

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0032

RESOLVED, That this Commission approves the plans and specifications and hereby authorizes Bid Call as follows:

Municipal Railway Contract No. MR-704--Presidio Bus Yard, New Trolley Bus Washer,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission April 26, 1973, Class 2.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of ____________________

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 74-0033

RESOLVED, Thas this Commission approves the plans and specifications, and hereby authorizes the Municipal Railway to request the City Purchaser to call for bids as follows:

Municipal Railway Contract No. MR-705--Washington-Mason Carbarn, Design, Furnish, and Deliver Sheaves,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission April 26, 1973, Class 1 (d.).

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0034

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Municipal Railway Contract No. MR-706--Embarcadero Plaza, Municipal Railway Rest Rooms,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission April 26, 1973, Class 3.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of JANUARY 22 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0035

RESOLVED, That this Commission hereby sets Wednesday, February 13, 1974, at 9:30 a.m., as the date for public hearing for the purpose of considering issuance of a Muni Monthly Pass by the Municipal Railway; and, be it further

RESOLVED, That Resolution No. 74-0022, adopted January 8, 1974, is hereby rescinded.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 22 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0036

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $35,081.22, made by the Municipal Railway, month of December, 1973, per Revolving Fund Payment Requests Nos. 6559, 6563, 6569, 6575, 6581 and Request for Warrant Nos.: 73-67, 73-71 and 73-72.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. [illegible]
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0037

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of December 1973 - total amount billed: $3,332.62; total compromise settlements: $1,721.99 - and approves Collections, month of December, 1973, amount of $4,481.31, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of January 2, 1974.

ADDENDUM

Please amend that portion of Collections of November, 1973 per list dated December 3, 1973 as follows:

Delete	Accident Date	
Pullian Johnnie	5-27-73	
Add		
Wayne Allen Boykin	6- 2-73	Amount $63.59 and Job No. 9826 is correctt

Also, please amend that portion of Compromise Settlements of November, 1973 per list dated December 3, 1973 as follows:

Delete	Acc.	Billed	Canc
Pullian Johnnie	5-27-73	$75.27	$11.68
Add			
Wayne Allen Boykin	6- 2-73	$113.59	$50.00

Amount $63.59 and job no. 9826 is correct

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

John C. [illegible]
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0038

RESOLVED, That Resolution No. 69-0316, adopted May 6, 1969, setting forth official time and place of meetings of the Public Utilities Commission, be and the same is hereby amended as follows:

> Regular meeting of February 12, 1974, (Lincoln's Birthday) will be held commencing at 9:30 a.m., on Wednesday, February 13, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 22 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0039

RESOLVED, That this Commission approves the terms and conditions of the Professional Services Agreement with Carol Levene, dba/Carol Levene Productions, for the purpose of organizing and conducting a program of audio-visual displays and competitions in San Francisco public and parochial junior high schools with the aim of improving safety, reducing vandalism and other crimes, enhancing operator-passenger rapport, and generally encouraging patronage all in the best interest of the Municipal Railway, for the period beginning January 28, 1974, and ending June 30, 1974, and for a fee not to exceed Twenty Three Thousand Dollars ($23,000); and authorizing the General Manager of Public Utilities to execute said Agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 22 1974

Secretary and Assistant General Manager

MEMORANDUM

January 18, 1974

TO: Members, Public Utilities Commission
H. Welton Flynn, President
Oliver M. Rousseau, Vice President
Joseph J. Diviny
Joseph P. Byrne
Henry Berman

FROM: John D. Crowley

SUBJECT: Municipal Railway -
Professional Services Agreement
for Junior High School Audio-Visual Program

Submitted herewith is my recommendation that the members of the Public Utilities Commission adopt the attached resolution approving terms of a professional services agreement for the conduct of a program of audio-visual displays and competitions in San Francisco public and parochial junior high schools on the general subject of mass transportation, and the specific community service of the San Francisco Municipal Railway. Copies of the proposed agreement are also attached.

This project is aimed to impress upon youngsters of junior high school age the principle of pride of ownership in a public utility that renders an essential community service, and develop among them the feeling that it is every citizen's responsibility to be protectively possessive toward Municipal Railway facilities and equipment.

It is our experience that youngsters of this age group are largely responsible for the vandalism against Muni equipment that is currently costing the City at the rate of $200,000 a year. The benefits realized by involving the junior high school students in the program will result in secondary reflected benefits from their peers, parents, and older and younger brothers and sisters.

Attached for your further information are memoranda to me from John M. Woods, Railway General Manager, and James H. Leonard, Public Service Bureau Director, who developed

and proposed the program which was approved in the 1973-74 Municipal Railway budget.

A test program of modest proportions--dictated by budget inadequacies--was conducted two years ago in one junior high school whose students were actively contributing to the vandalism problem; it was completely successful. This test program was undertaken in anticipation of budget approval of a City-wide program, but this approval was not forthcoming.

We cannot count on complete success in every junior high school; but, as Mr. Woods and Mr. Leonard point out, even a degree of success will be of significant value considering that the program cost will be $23,000--in contrast to the annual vandalism price tag of $200,000.

A competent, experienced professional is needed for a subjective project of this nature. I believe we have selected such a professional in Miss Carol Levene. She is a native San Franciscan, attended the San Francisco schools, holds a B.A. degree in English from the University of California, and a Masters degree in Education and Radio-Television from San Francisco State University.

Mr. Leonard's memorandum goes into her qualifications in considerable detail, as well as excerpts from letters of recommendation from Dr. Daniel A. Collins, President, Harcourt Brace Jovanovich, Inc., Division of Urban Education; David C. Fulton, Associate General Secretary and Director of Communications, Stanford University; Jules Dundes, Director, Broadcasting and Film Institute, Stanford University; and B. R. Stokes, General Manager, Bay Area Rapid Transit District.

Miss Levene is well acquainted in the San Francisco school system and has taught courses in its Adult Education Division. She has produced many motion picture films for television and classroom purposes. Additionally, she is well informed on the subject of transit, having studied systems in the U.S. and abroad. She has produced films on transit, including an award-winning series on BART for CBS-TV.

Material, both graphic and in sound, obtained from the program will be of great value in further Municipal Railway promotion and informational undertakings.

Enc.

MONTHLY REPORT FOR JANUARY 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 133% to 210% of normal as of January 14; Alameda watersheds averaged from 153% to 201% of normal for the same period.

2. Hetch Hetchy water import: An average of 213.2 million gallons per day (MGD) for the month of December.

3. Sunol Valley Filtration Plant treated 43.9 MGD
San Andreas Filtration Plant treated 47.9 MGD.

4. Consumption (MGD averaged):

December 1973 - 179.8)
December 1972 - 186.5) 3.6 per cent less

12 months preceding:

January 1, 1974 - 252.0)
January 1, 1973 - 250.5) 0.6 per cent more

5. Storage (million gallons) as of January 14:

Alameda Div.

1974 - 26,989)
1973 - 40,743) 33.8 per cent less

Peninsula Div.

1974 - 23,463)
1973 - 21,646) 8.4 per cent more

Total

1974 - 50,452)
1973 - 62,389) 19.1 per cent less

Operations and Maintenance

BARTD

There are no items of significance to report this month.

Main Break

On December 18, a large leak was repaired on the 30-inch steel main in Faxon Avenue at Holloway. The leak was discovered when a portion of the street caved in. Undermining of the street occurred because of a broken side sewer adjacent to the water main leak. A total of 65 yards of sand was required to backfill the cubic area of a 12-foot X 12-foot X 12-foot void under the pavement.

Cleaning of Sutro Reservoir

On December 11, the East Basin of Sutro Reservoir was isolated, and draining of the basin was started.

Cleaning of both basins has been requested by Purification Division because of the discovery of the growth of fresh water sponges on the asphalt lining at several locations. Cleaning of the East Basin will begin after the first of January.

Vandalism

Vandals drove a contractor's fork lift truck and damaged the fence at the North Basin of University Mound Reservoir. Also at the North Basin of University Mound, vandals cut the fence at two different places. Screens were ripped off of the North Basin of Sunset Reservoir at several locations.

Watershed Recreational Plan

On November 28, 1973, Mr. Frye had a luncheon meeting with Frank Sylvester of Southwest Regional Office of Bureau of Outdoor Recreation to discuss procedures in connection with the Eckbo, Dean, Austin & Williams study to develop a plan for recreation for the Crystal Springs watershed.

On December 5, Messrs. Frye, Medbery and Bardoff met with Mr. Kreines of Eckbo, Dean, Austin & Williams to develop a timetable and procedures to be followed in working with the Citizens Advisory Committee on Recreation Study.

On December 28, Mr. Frye and Mr. Medbery had a meeting with Mr. Williams and Mr. Kreines of Eckbo, Dean, Austin & Williams to discuss further details of the Recreation Study.

Rate Study

On December 19, Mr. Frye and Mr. Medbery met with Mr. Luthin and Mr. Zeitzew of Brown and Caldwell to discuss the final recommendations of the rate study by this consultant. Draft report is due late in January.

Hunter's Point Shipyard

On January 3, 1974, Mr. Frye and Mr. Kenck attended a meeting in Chief Administrative Officer Thomas J. Mellon's Office to discuss responsibility of actions of the City should the Navy turn over all or portions of the Hunter's Point Naval Shipyard to the City. Also in attendance were representatives of the Mayor's Office and of the Department of Public Works. The discussion was general in nature since the details of any transfer to the City were not yet firm. It was decided that a meeting with the Public Works Officer of the Shipyard should be scheduled at an early date to explore the existing facilities and their condition.

Water Sales

Total Collections

December 1973	December 1972	Increase
$1,770,793	$1,662,742	$108,051

Net Paying Sales

Fiscal Year 1973-1974 to December 31	Fiscal Year 1972-1973 to December 31	Increase
$13,884,662	$13,495,895	$388,767

Leases and Permits

Rents for the month of November included:

Santa Clara Sand and Gravel	$3,968
Crystal Springs Golf Course	3,384

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 14 vehicles.

Vehicular Accidents

During the month of December there were 6 accidents, in 6 of which the Department driver was at fault.

Industrial Accidents

There was 1 lost time injury in December. There are a total of 37 for the calendar year.

Service Renewals

	December 1973	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	313	1,489

Meter Repairs

	December 1973	Fiscal Year 1973-1974
CDD - all sizes	360	2,161
Peninsula (inspected and repaired as needed)	14	57
Contract Program 1, 1-1/2, and 2-inch	13	71

Flushing

Area flushing was not scheduled for the month due to the training of a newly promoted Gateman.

	December 1973	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	-0-	-0-

	December 1973	Fiscal Year 1973-1974
Number of individual flushings to correct objectionable conditions	21	108

PRESIDIO DIVISION - BIG BROTHERS

The operators of the Presidio Division committed themselves to be "big brothers" to the participants of the Booker T. Washington Community Center, which is practically next door. This year the operators donated $312 to the Center's programs for younger and older citizens. Last year the donation was $250. Next February the operators will participate in the Center's annual membership drive.

PUBLIC SERVICE

Muni Man of the Month

This award is made to an operator who is brought to management's attention by his passengers. His work record is investigated and his superiors consulted as a verification that the nominee is totally worthy of the award. The award is decided by an independent group that considers several nominees.

The Muni Man of the Month for November is Mr. Omer Beaird, Jr., of the Kirkland Division. He has been with the Railway since 1966 and currently operates a motor coach on the 42 - Evans line.

Mr. Beaird is appreciated by his passengers for being courteous, friendly, and willing to fully explain routing and transfer points to his passengers. We also found out that he was one of the original organizers of the Hunters Point branch of the S. F. Boys Club and participated in arranging programs for sports, arts and crafts, and neighborhood studies.

Printed Schedules for Public Distribution

In accordance with our budget request for 1973-74 we are proceeding with the printing of official schedules for the Municipal Railway--a separate one for each line. The ones listed below are now available.

17 Parkmerced
17X Parkmerced Express
28 19th Avenue
29 Visitacion
33 Ashbury
34 Woodside
36 Miraloma
37 Corbett
43 Roosevelt
44 Diamond Heights

The No. 23 Crescent and 61 California (cable car) schedules are being developed.

Separate route descriptions are available for the Shopper's Shuttles in addition to the regular route map brochure titled "Ride the Muni, Explore Everybody's Favorite City."

Cable Car Souvenir Tickets

We should soon be able to see the new souvenir cable car ticket - postcard. A person buys a ticket that has a tear-off portion. The tear-off part is given to the conductor instead of a cash fare; and the rider keeps the remainder, which is the size of a postcard and can be used as such

Muni Metro Display

A Muni Metro display was prepared in time for the BART inaugural. The display is now set up at City Hall. Muni Metro leaflets are available. The October Report included a description of Muni Metro.

Transit Route Display

The Public Service Bureau requested and received a five-part set of route maps, each measuring 4' x 4'. They are four-color and show all transit lines of Muni, BART, and A-C Transit and their intersections. They will be framed and placed in the yet-to-be-completed new telephone answering section of the Public Service Bureau. This room will not generally be open to the public on a walk-in basis.

TRANSPORTATION

Police Stars Issued to All Inspectors

We issued new police stars to all inspectors - a departure from the previous practice of issuance to only the long-service inspectors. As a result, the number of citations has increased substantially, e.g., a total of 1,444 for November in contrast to 221 for September.

Additional Fare Collectors

Ten new positions of fare collectors have been established to assist in transit vehicle passenger loading during the p.m. peak at downtown locations.

Pushing Bumpers

The 24th and Utah Streets Shop has begun installing Highway Patrol-type pushing bumpers on several of the 1968 Ford radio cars. To date Cars #133, 134, and 136 have been so equipped. This has greatly facilitated the moving of stalled trolley and motor coaches which have been blocking the lines.

Portable Radios for Inspectors

During November two "handy-talkies," supplied by the Department of Electricity Radio Shop, were tested to see both where and how many satellite or relay stations would be required to provide satisfactory radio coverage throughout the City. After the survey was completed, a meeting was held with the Department of Electricity; and it was determined that three relay stations would be required: one in the North Beach-Marina area, one in the South of Market area, and one in the Bayview. As presently planned, these radios will be on the standard low band frequency of 31.14 which we now use for radio car communications. The General Manager has given the necessary approval to go ahead with the project. It is anticipated that eventually most fixed station men will have portable radios available to them.

Police Accident Report Form

A new report form was issued in November, which it is hoped will improve our relations with the Police Department in regard to their responding to accidents in which we are involved. It provides all the necessary information the Police will need about our operator and the equipment which he is driving at the time of the accident. This form was approved by the Police and our Claims Department prior to being issued to our Inspectors.

Special Transit Service

On November 26, 1973, a 49'er night football game was held at Candlestick Park. The Transportation Department provided extra coverage of both regular lines and football express lines in order to see that adequate service to all patrons concerned was provided under this unusual circumstance. As of this date, no complaints of service inadequacy on this particular evening have been received.

United Bay Area Crusade

UBAC was handled by the Transportation Department. We are happy to report that the response was good and approximately $12,000 was collected (including payroll deduction pledges).

MANAGEMENT CHANGE

The Muni Railway welcomes another new person who fills a newly created position. He is C. Harlan (Hap) Ray; and he comes to us from the California Division of Highways, District 7, Los Angeles, where he was a freeway design project engineer. The Muni position is that of Engineer in Charge of Ways and Structures. Benford Brown and our other Track and Maintenance people thus have a new boss. Hap will report to the yet-to-arrive Deputy General Manager, Engineering and Planning.

TRAFFIC AND SCHEDULES

BART Related Service Changes

The changes described in the October report for Lines 25-80, 23, 51, and 53 are planned to be put into effect about the middle of February.

General Sign-Up

The schedule of activities to conduct the annual general sign-up is:

Meetings with the T.W.U.	December 7, 1973
Post the schedules	" 12, "
Operators start signing up	" 18, "
Operators finish signing up	" 27, "
New sign-up goes into effect	January 13, 1974

Line No. 43 - Roosevelt

November 13, 1973, the PUC approved a 90-day extension of the trial period for the northerly route extension.

CLAIMS

Claims Settlement Limit Increased

On October 23, 1973, the PUC passed a resolution (73-0400 GO) that authorizes the Muni Railway General Manager to approve and pay individual claims up to a maximum of $1500. The previous limit was $500.

The approved claims can be paid either from a Muni revolving fund or by a Controller's warrant. Even though the settlement limit was raised, the maximum amount authorized for the revolving fund was left at $19,800. That maximum isn't large enough for us to fully benefit from the authorized increase in the per claim settlement limit. Consequently, instead of always using the quicker revolving fund method, we must frequently make payment requests to the Controller. We are studying possible alternatives to resolve this deficiency.

PERSONNEL AND SAFETY

Accidents

Total Accidents November		Increase or (Decrease)		Total Accidents July thru November		Increase or (Decrease)	
1973	1972	No.	%	1973	1972	No.	%
490	564	(74)	(13.1)	2,516	2,540	(24)	(.9)

The Ocean Motor Coach Division had 9.6 traffic accidents per 100,000 miles--the lowest rate of the six Transportation Divisions. This rate is also below their previous three-year average of 10.

The Potrero Electric Trolley Division showed the most improvement with 15.7% fewer accidents for November than their three-year average

Complete accident statistics are presented in a separate monthly report that is submitted by the PUC Director of Personnel and Safety.

EQUIPMENT

Toronto Streetcars

As of the date this report was written (first week of January 1974), 10 of the PCC streetcars purchased from Toronto Transit had arrived; and the last one was due to be unloaded the following week. Conversion of the cars has proved more difficult and time-consuming than was anticipated. Nevertheless, six of them are expected to be in service by January 13.

WAYS AND STRUCTURES

Sunset Tunnel Work

Excavation of Sunset Tunnel was completed so that Hetch Hetchy's Line Department could install new electric tubing.

Additional Parking Area of Ocean Division

A gas station at San Jose and Geneva Avenue was demolished to provide additional parking space for at least six Ocean Division Motor Coaches.

Passenger Waiting Stations

A passenger shelter, the third one, has been installed at Third Street & Palou Avenue. The other two are at Union Street & Van Ness Avenue and at Geary Blvd. & St. Joseph's Avenue.

ACCOUNTING AND FINANCE

Revenue and Passengers

1973	Revenue Passengers	Passengers Revenue
July	9,802,200	$2,113,440
August	10,492,080	2,243,690
September	9,562,400	2,046,580
October	10,573,720	2,269,640
November	9,369,370	2,012,850

Explanations

Trends are difficult to assess due to a varying number of workdays, holidays, and weekend days in each month. Previous year's data is omitted due to a change in the formula as well as the reason given why trends assessment is difficult.

A formula based on past experience and periodic ridership surveys must be used to determine the number of passengers from the amount of revenue collected. Our fare boxes are not able to record the number of passengers because of the three different fares: 30¢ express, 25¢ limited and local, and ~~10~~ 15¢ for school children and senior citizens.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

December 31, 1973

NTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED		WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
				Actual	Scheduled		
-1522	Building for Experimental Water Treatment Micro-strainer near Sunol, Calif.	$ 15,391.85	$ 12,625.33	91	100		Waiting for circuit breaker.
-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,614,810.00	1,981,222.64	47	66	85	Delayed by rain. Work is now progressing at below normal rate due to excessive rainfall, material deliveries and carpenter dispute.
-1594	Laying 16" D.I. Main in Judah and Irving Streets	175,674.00	18,684.27	87	46		
-1600	Construction of Centralized Data Acquisition & Control System for the C.D.D.	322,905.00	38,472.00	13	59	166 c.d.	Contractor has had difficulty in obtaining materials. Delivery now satisfactory but contractor will be unable to make up delays.
-1619	Laying 16" D.I. & 18" Steel Mains in Turk & Filbert Streets	205,487.00	0	10	17	4	Inclement weather.
-1625	Excavation & Repaving for Water Service Trenches	80,897.50	0	56	23		
-1631	Laying 8" D.I. Main in Broadway, Battery, Filbert and Sansome Streets	73,856.00	4,570.20	68	62		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

December 31, 1973

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1612	Laying 6" D. I. Main in Webster Street between Post and Bush Streets	December 5, 1973

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 1-0040

WHEREAS, One of the transformers at Kirkwood Powerhouse, used for linking the generator to the high-voltage transmission lines, has been taken out of service as a result of severe damage to part of its high voltage winding; and

WHEREAS, The loss of this transformer means that the generator associated with it cannot be used for the production of power, resulting in a loss of some $5,000 per day in power revenue to Hetch Hetchy; and

WHEREAS, This transformer must be restored to service as soon as possible to insure that City can continue to meet its power commitments and restrict its revenue loss to a minimum; now therefore be it

RESOLVED, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner and to seek such temporary replacement, if possible; and be it further

RESOLVED, That the Controller be, and he is hereby requested, to transfer funds in the amount of $115,000 from Appropriation No. 2.757.000.000 - Additions and Betterments - Unallocated to Appropriation No. 3.756.712.000 - Emergency Repairs - Kirkwood Powerhouse Transformer, to provide for said emergency repairs and related services necessary, including temporary replacement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0025-MR   1-22-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
None					
Litigated Settlements - CA Office					
Anna Balestreri	70 B 1908-7 $15,000.00	6-3	3-4-71	A	$ 5,000.00
Blanche Beckerman	69 T 2033-1 $50,000.00	3-7	5-12-70	A	2,288.84
Roy Arlen Brown aka Roy A. Brown	69 C 0585-3 $25,000.00 (Plaintiff to receive: $2,368.00) Plaintiff in Intervention (Liberty Mutual Ins Co) on lien: $ 882.00)	1-3	3-23-70	A	3,250.00
Alger Chaney	68 B 1928-2 $650,000.00 (and City to dismiss cross-complaint against BART)	1-3	1-13-69	A	50,000.00*
Richard Crews	69 C 0585-5 $258,000.00	1-3	3-23-70	A	11,950.00
Mary C. Lee	69 B 1507-3 $150,000.00	6-3	12-2-69	A	15,000.00
Norton Snyder and Yvonne Snyder	70 C 0273-3 $50,000.00 (Norton) 70 C 0273-7 $150,000.00 (Yvonne)	1-3 1-3	12-12-70 12-12-70	(A $9,000) (A $9,000)	18,000.00
Judgments					
Bernice Givens	69 T 2200-13 $50,000.00 (Includes $86.81 costs and $125.00 agreed-upon interest. Co-defendant to pay same amount.) (Entire amount of City's portion to be paid directly to PROTECTIVE INSURANCE COMPANY, co-defendant, who has already paid the entire amount of $23,679.20, which included City's portion. This was done so that interest would not continue to increase.)	6-3	6-5-70	A	11,839.60

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Judgments (cont'd)					
Gerald A. Hanson	68 B 3609-1 $30,000.00	16-1	6-27-69	(A $3,116.37) (B $ 225.00)	$ 3,341.37
	(Includes $341.37 costs, plus interest if demanded)				
Steven G. Pacheco (now an adult) and Jacob Pacheco	67 B 0310-1 $300,000.00 (Steven awarded $5,000.00. Jacob awarded $3,629.68. For Jacob only, award includes $569.08 costs, plus interest if demanded.)	3-4	7-31-67	A	8,629.68
					$ 129,299.49

*Appro. 3.735.804.999	$ 13,366.00
Appro. 3.735.804.000	$115,933.49
	$129,299.49

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 22, 1974.

John C. Farrell

Secretary and Assistant General Manager

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

9:30 a.m.

February 13, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-19

Call to Order: 9:30 a.m.

Present: Commissioners H. Welton Flynn, Oliver M. Rousseau, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Joseph P. Byrne

The minutes of the regular meeting of the Commission held January 22, 1974 were approved.

RESOLUTION NO.

On motion of Diviny, seconded by Rousseau, the Commission ratified the following resolution approved by telephone poll of the Commission January 30, 1974.

74-0041 M

Ratification - Appointment to Board of Supervisors Committee for Transit Improvement - John W. Madden

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the Commission ratified the following resolution approved by telephone poll of the Commission February 1, 1974

74-0042 M

Ratification - Transit Improvement Program - Acquisition of real property, 22nd and Indiana Streets, Lots 3 and 11, Block 4170

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0043 M

Approving revision of the existing schedule of rates, fares, and charges by the Municipal Railway to establish a charge of $11.00 for a Muni Monthly Pass, unlimited rides, on a 180-day trial basis, beginning May 1, 1974.

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0044 M

Supplemental Appropriation $80,101 to administer, monitor and evaluate the Monthly Pass Program; May - June 1974

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0045 H Bid Call, HH Contract No. 492 - Market Street, 7th to 8th, Underground Duct System

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0046 H Bid Call, HH Contract No. 493--19th Avenue and Muni Right-of-Way, Junipero Serra Boulevard to St. Francis Circle, Underground Duct System

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0047 W Condemnation Action - Alameda County Flood Control and Water Conservation District v. City - Alameda County Superior Court No. 416603

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0048 W Condemnation Action - Alameda County Water District v. City - Alameda County Superior Court No. HAY-6122

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0049 W Modification of Professional Services Contract with Brown and Caldwell-Montgomery - $10,000 debit

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0050 W Completion of WD Contract No. 1586 - Furnish and Install Cathodic Protection for Bay Division Pipelines Nos. 3 and 4 between Milpitas and Sunnyvale - L. R. Yegge, Contractor - $106,210.74, as modified

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0051 W Approving collection of claims for damages - Month of January 1974

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0052 W Bid Call, WD Contract No. 1643 - Repair Fences Lombard Reservoir, San Francisco, California

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0053 W Special contract water rates - Billing procedure

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0054 W Completion of WD Contract No. 1623 - Laying of 8-Inch and 12-Inch Ductile Iron Mains in Fairfax Avenue, Lane and Keith Streets - Dalton Construction, Contractor - $71,835.00, as modified

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0055 W Completion of WD Contract No. 1612 - Laying of 6-Inch Ductile Iron Main in Webster Street between Post and Bush Streets - Dalton Construction Company, Contractor - $34,980.35, as modified

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Diviny, the following resolution was adopted:

74-0056 W Amendment to Lease between City and Sunol Valley Golf and Recreation Company to Enable Improvements and Expansion of this Athletic Facility

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0057 M Completion of MR Contract 604 - Upper Ocean Avenue Motor Coach Yard Temporary Streetcar Storage Track - M. Lummis, Inc., Contractor $19,724, total amount

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0058 M Supplemental Appropriation - $2,926 Wage Rate Adjustment Fiscal Year 1972-73, Class 7514 General Laborer

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0059 M Transit Improvement Program - Professional services agreement with George S. Nolte and Associates

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0060 M Transit Improvement Program - Professional services agreement with L. T. Klauder and Associates, Consulting Engineers

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0061 M Completion of Professional Services Contract with Touche Ross & Company - $18,469.00, as modified

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0062 M Transit Improvement Program - Amendment to Professional Services Agreement with Bentley Engineers

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0063 GO Approval of Requests for Transfer of Funds $10,000 or less, and allotments - Second Quarter 1973-74

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0064 GO Agreement with Department of Public Works re procedures to be used by DPW contractors when working around and supporting PUC facilities

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0065 M Award of MR Contract No. 701-R - Presidio Building - Covers for Skylight, to William McIntosh & Son, San Francisco - Amount, $22,004.00

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0066 M Award of MR Contract No. 702 - Washington-Mason Cable Carbarn-Tension Carriage Counterweights - Charles O. Jones Company, Inc. - San Francisco Lump sum amount, $12,657.00

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0043-MR Approving payment of claims against the Municipal Railway in total amount of $129,050.00

Vote: Ayes-Flynn, Rousseau, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

******

PUBLIC HEARING to consider revision of existing schedule of rates, fares and charges by Municipal Railway so as to establish charge for a Muni monthly pass

Commissioner Flynn stated the public hearing was being held on the general subject of a Municipal Railway monthly pass, the consideration to include the proposal by Muni Pass for a $10 pass good for unlimited use on Muni public transportation during the month for which it would be sold. Muni Pass was represented by Kenneth Schmier.

John M. Woods reported on staff's analysis of the Muni Pass program. This included research into experiences of other major transit

systems with the use of either a monthly or weekly pass; relationship of fare structure to ridership; cost of additional commute riders, revenue, loss, distribution and control factors.

Mr. Woods said the proposed $10 Monthly Pass would decrease revenues and increase expenses of the Railway disproportionate to any increased ridership which might be generated.

A monthly pass would attract riders from the local and express patrons, and would offer no incentive to senior citizen, school children, Shopper Shuttle patrons, athletic event riders, or those now using the Sunday pass. In Fiscal Year 1972-73 there were an estimated 90 million local and express fare passengers.

Experience of the six major transit systems indicates a 20 per cent usage in urban areas. Mr. Woods estimated that a $10 Monthly Pass could result in an additional cost to the taxpayers of from $500,000 to $1,100,000 per year. This range was predicated on the pass buyer taking from 44 to 49 rides per month.

Mr. Woods said he did not recommend adoption of a $10 Monthly Pass for the following reasons:

1. It would encourage riding in the peak hours on already crowded vehicles.

2. It would add substantially to Muni's deficit; with rising fuel and tire costs, the additional money might not be available.

3. With the possibility of fuel rationing, the present fleet could not accommodate additional peak riders. The $10 pass does not encourage changing of working hours.

Staff also explored the concept of an off-peak pass, valid at all times, except between the hours of 7 - 9 A.M., and 4 - 7:00 P.M. on weekdays. It was the recommendation of Mr. Woods that such a $5 off-peak pass be adopted for a 90-day trial period to accurately measure the impact on the transit system. After expiration of the trial period, the results could be examined to determine if it would be feasible to expand the monthly pass concept.

Mr. Woods said the off-peak pass presented the following advantages:

1. Encourage people to ride in off-peak hours and on Saturdays, Sundays, and holidays and leave their automobiles at home.

2. Encourage employees and employers to adjust their working hours to take advantage of the reduced fare and possibly reduce peak demand. This could conceivably provide additional space in our vehicles during the peak hours. With the energy crisis this would help in diverting patrons from their cars to public transit.

3. Provide more mobility to those persons who now hesitate to use public transportation.

4. Eliminate the necessity of some patrons to have the exact fare.

5. Speed up loading.

In addition, the Urban Mass Transportation Administration is about to enter a Marketing Study Program for Mass Transit throughout the nation. As part of the study, they are contemplating the selection of cities to be utilized as test beds for innovative approaches. San Francisco has made application for favorable consideration as one of the participating test sites in conducting the Muni monthly pass experiment, either separately from the marketing study or as an adjunct to it.

Commissioner Flynn opened the meeting to those who wished to speak on the subject of a monthly pass.

Kenneth J. Schmier of 4424 Fulton Street, promoter of the $10 pass, presented his arguments in favor of a $10 pass based on a survey conducted by the citizens group he represented. He contended that more people would buy the $10 passes and use them fewer than 40 times a month. He said his field survey was reviewed by Wolfgang S. Homburger, Research Engineer and Lecturer at the University of California Institute of Transportation and Traffic Engineering, who stated the method used for expanding and weighing the data was necessary and correct--that the results appear to be in the general range of what one might expect--and may be on the conservative side.

Mr. Schmier insisted Mr. Woods' figures were faulty, and claimed that the $10 pass would produce $1 million more in revenue annually. He opposed Mr. Woods' recommendation of a $5 off-peak hour monthly pass.

The following proponents of a monthly pass spoke:

Letter from Supervisor Dorothy von Beroldingen, dated February 13, 1974, read by her aide, Audrey Owen:

> In favor of $10 monthly pass
>
> Against $5 plan
>
> Supervisor von Beroldingen quoted patronage/income percentage figures with respect to the San Diego and Sacramento monthly pass programs. Commissioner Flynn requested background information with regard to the numbers used in order to make a more accurate comparison.

Carol Brownfield, 2259 - 42nd Avenue. Representing: Commuters within the City and herself:

> Wholeheartedly in favor. This is a long-overdue service for the Muni rider who lives and pays taxes in the City.

Betty Parshall, 386 Wilde Avenue. Representing: All Peoples' Coalition:

> Strongly in favor of $10 unlimited pass. Off-peak hour pass should not enter into discussions at this time.

Walter J. O'Donnell, 55 Fifth Street. Representing: Self Help for the Aging:

> In favor, as it will encourage people to leave their automobiles at home and ride the buses. Getting cars off the streets will speed up bus travel.

John Arnott, 388 Wilde Avenue. Representing: Himself:

In favor of the $10 pass. Would be of benefit to State College students. Would be greatly used on the service lines in the neighborhoods getting to and from after-school jobs, etc.

Charles Rozema, 560 Noe Street. Representing: Eureka Valley Assn.:

In favor of $10 pass. Feel this is a service such as Police and Fire Departments, and, as citizens, they are willing to absorb any variance in revenue for this.

Peter Ujlaki, 3762 - 20th Street. Representing: Himself:

In favor of the pass. Psychological factor of luxury of boarding the bus wherever you happen to be. In Stockholm where they have such a program, there was no great ridership increase in the rush hours, but rather in the off-peak hours.

Judy Copeland, 2131 - 34th Avenue. Representing: Self:

As she is an infrequent Muni rider, the $5 pass would be best for her to do shopping and errands; however, the $10 pass is most useful solution.

John T. Squire, Transport Workers Union President, 25 Taylor Street:

Advocate of pass program--either $5 or $10. Feels that in order to prevail upon people to leave their automobiles, it is necessary to carry transportation to the people and to support improved transportation in all ways. He asked that the people in attendance support the Railway before the Board of Supervisors.

Michael Voss, 222 Willard Street, Apt. #303. Representing: Muni Pass:

Feels the pass is an excellent medium to change the driving habit to the riding habit--out of cars and into mass transit. People will stop off for dinner or a show without going home for the car. This will change attitudes, then there will be more support for the system.

Nino Maida, 209 Brighton Avenue. Representing: Himself and wife:

While essentially in low income bracket, would be willing to pay $12, just for the convenience of not having the 25-cent cash fare; also this would permit him to do many errands he cannot now afford.

Secretary Farrell stated there also have been many letters received addressed to the Commission, all in favor of a monthly pass.

Commissioner Flynn then announced a five-minute recess.

The meeting reconvened at 10:55 a.m.

Discussion by the Commissioners then followed.

Commissioner Berman stated that as a newly-appointed Commissioner he was impressed by the interest of the young citizens, and Mr. Schmier particularly, in the affairs of the City and the accessibility of mass transit, which is a vital importance on an ever-increasing basis. He said he wished to assure those present there was no predetermination on the part of the Commission as to what the final outcome in this matter would be.

The Commissioners then asked questions of both Mr. Schmier and Mr. Woods regarding further detail on the survey figures presented in support of their recommendations.

Mr. Woods pointed out his recommendation of an off-peak pass was predicated primarily on labor and costs, and ability to serve with the present equipment. Two years hence, when the Muni's new subway-surface cars are operating, the modernization of the trolley coach and motor coach fleets completed, he would be in a position to support Mr. Schmier's $10 pass proposal.

Mr. Crowley then offered as a third suggestion, the feasibility of adopting a $11 unlimited use pass. In view of the cost to the City of the $5 off-peak pass, the offset would be the same. He also suggested deleting the 90-day trial period, inasmuch as the discontinuance of the pass fare, whether adopted on a permanent or trial basis, would require presentation to the Board of Supervisors for approval in any event.

Mr. Schmier protested that adoption of the $11 pass would be a disastrous mistake--that many Muni riders would not pay the $11, many would continue to use their cars, and the experiment would fail.

Commissioner Rousseau then moved that Commission approve the General Manager's recommendation of an $11 monthly pass, good for unlimited rides, for an 180-day trial period, effective May 1, 1974. Commissioner Diviny seconded. After a brief discussion, Resolution No. 74-0043 was unanimously approved, adopting same.

******

The Commission then adopted Resolution No. 74-0044, upon motion of Commissioner Berman, seconded by Commissioner Diviny, requesting supplemental appropriation of funds to implement the Muni pass program for May and June of this fiscal year. This totaled $80,101; $65,000 Revenue Loss-Passenger Fares, and $15,101 Administration and Operation Costs. Funds for the balance of the pass program will be requested in supplemental budget requests for the 1974-75 fiscal year.

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Resolution No. 74-0053--Instructing the Water Department with regard to billing the following special contract water rate accounts in accordance with the special rate provisions of their original water supply agreements, and approving write-off of all over-billing to date:

1. State of California Division Bay Toll Crossings
2. Parrott Investment Company
3. Brisbane County Water Department
4. Crocker Estate Company

Mr. H. C. Medbery, Water Department Assistant General Manager, explained that this action was being taken in line with the opinion of the City Attorney. These four are the last of the outstanding accounts to be cleared up.

******

Resolution No. 74-0056--Amendment to Sunol Valley Golf and Recreation Company Lease to enable improvements and expansion of this athletic facility.

Mr. Crowley explained the terms and conditions of the renegotiation of the present lease entered into on July 20, 1965, and amended April 1, 1969. These will provide for modification in named Lessees, for elimination of current liabilities, for improvements and expansion of facilities costing an estimated $3.5 million, and for upgraded sewage plant facilities. In consideration to the foregoing, the rental payments are to be modified, and term of lease extended 18 years.

The Commission authorized the General Manager to formulate mutual covenants with the Lessees.

******

Resolution No. 73-0043-MR--approving payment of Municipal Railway accident claims.

The Commission commented on the $95,000 judgment awarded Hyman Coplon, and Secretary John C. Farrell gave a brief report of the circumstances of the incident. The Commission requested that the Railway follow-up with work performance reviews of personnel involved in legal actions.

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Communications:

Mr. Farrell reported on the thoughtful and considerate action recently of Lee E. Warren, a Municipal Railway Operator assigned to Ocean Division, in behalf of an elderly man who had been a passenger on his coach. Mr. Warren, driving a coach on the #51 Silver Line saw that the passenger was surrounded by four youths at the bus stop at Third and Mendell soon after alighting from the coach. Mr. Warren stopped his coach and jumped off; the four suspects fled. The near victim of the robbery was later identified by the Police as 91 years old.

The Commission directed that a letter of commendation be sent to Mr. Warren.

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Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0041

RESOLVED, That Resolution No. 73-0440, adopted November 27, 1973, which appointed two members to the Board of Supervisors Committee for Transit Improvement; namely, Commissioner Joseph P. Byrne, and John M. Woods, General Manager, Municipal Railway; to monitor implementation of recommendations to the Board of Supervisors for transit improvement in the City and County of San Francisco, is hereby amended as follows:

Delete - John M. Woods, General Manager,
Municipal Railway

Add - John W. Madden, Chief Accountant
Public Utilities
Commission

ADOPTED

Ayes: Commissioners Flynn, Rousseau,
Berman

Noes:

Absent: Commissioners Byrne, Diviny

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission by telephone vote on January 30, 1974 and ratified

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0042

WHEREAS, The Transit Improvement Program of the San Francisco Municipal Railway includes the acquisition of new motor coach facilities; and

WHEREAS, The property at 22nd and Indiana Streets has been approved as the logical site by all City and Federal agencies; and

WHEREAS, The major portions of the area have been vested in the name of the City; and

WHEREAS, San Francisco Industrial Park, Inc. has offered Lots 3 and 11, Block 4170, for sale to the City for nine thousand and nine hundred fifty dollars ($9,950.00); and

WHEREAS, These funds will be available in Appropriation 2.735.971.200; and

WHEREAS, An agreement has been reached with the Central Relocation Services for necessary action under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and

WHEREAS, The acquisition of this property is necessary for the fulfillment of the entire Transit Improvement Program; and

WHEREAS, This property will be leased to the San Francisco Municipal Railway Improvement Corporation for the installation of necessary improvements in the form of hard stands, maintenance and service facilities and combined central shops for the Municipal Railway motor coach operations for subsequent lease-back to the City; now, therefore, be it

RESOLVED, That this Commission approves the acquisition of this property from San Francisco Industrial Park, Inc. for the sum of nine thousand and nine hundred fifty dollars ($9,950.00); and be it further

RESOLVED, That the Director of Property is hereby authorized to proceed with the necessary preparation of documents to effect the purchase of the property; and, be it further

RESOLVED, That this Commission recommends to the Board of Supervisors approval of the acquisition of this property under the terms stated above as a major step towards the improvement of mass transit in the City; and that the Board approve the leasing of the property to the San Francisco Municipal Railway Improvement Corporation for the purpose of installing major transit facility improvements therein.

ADOPTED

Commissioners Flynn, Byrne, Diviny by telephone vote on February 1, 1974, and ratified

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 13 1974

John A. [illegible]

Secretary and Assistant General Manager

Commissioners Rousseau, Berman

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0043

RESOLVED, That pursuant to Notice of Intention to revise existing rates and fares charged by the Municipal Railway heretofore established as required by Section 3.598 of the Charter of the City and County of San Francisco and after public hearing being held in accordance with the aforesaid Notice the following revisions to the existing schedule of rates, fares, and charges to be charged by said Municipal Railway be and the same is hereby adopted:

Local fare for each passenger:

25¢ cash fare or token,
or valid transfer,
or student rate during periods when applicable,
or senior citizens' rate during periods when applicable,
or $11.00 monthly pass.

Express fare for each passenger:

30¢ cash fare or token plus 5¢,
or valid transfer plus 5¢,
or student rate plus 5¢,
or senior citizens' rate during periods when applicable,
or $11.00 monthly pass

Cable car fare for each passenger.

25¢ cash fare or token,
or valid transfer,
or student rate during periods when applicable,
or senior citizens' rate during periods when applicable,
or $11.00 monthly pass.

Candlestick Special for each passenger

50¢ cash fare
or valid transfer plus 25¢,
or student rate plus 25¢ during periods when applicable,
or senior citizens' rate plus 25¢ during periods when applicable,
or $11.00 monthly pass
Candlestick local - Passengers on local having paid initial local
fare will pay 25¢ on arrival at Candlestick Park.

Monthly Pass Local fare for each passenger:

$11.00 cash pass to be sold on a monthly basis for use as a valid
fare during the applicable month it is sold
This monthly pass fare structure is to be in effect on an 180 day
trial basis beginning May 1, 1974.

Shoppers' Shuttle Fare for each passenger:

10¢ cash fare no transfer,
or student rate during periods when applicable,
or senior citizens' rate during periods when applicable,
or $11.00 monthly pass.

And, be it

FURTHER RESOLVED, That the foregoing revisions of the existing rates, fares, and charges be submitted to the Board of Supervisors as required by Section 3.598 of the Charter, and, be it

FURTHER RESOLVED, That these rates and charges shall become effective upon the order of the General Manager of Public Utilities not later than May 1, 1974, subject to approval by the Board of Supervisors.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 12 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0044

WHEREAS, This Commission has held a public hearing on the matter of adopting a Monthly Municipal Railway Pass; and

WHEREAS, This Commission has approved an $11.00 Monthly Pass for an 180-day trial period, commencing May 1, 1974, subject to final approval by the Board of Supervisors; and

WHEREAS, It is necessary to provide personnel, materials, services, equipment, and other resources to implement and monitor the proposed Pass Program; now, therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation of funds for the months of May and June 1974, in the amount of $80,101 to the credit of the following appropriations and accounts:

GL 1910	Unappropriated Balance of Funds (Revenue Loss Passenger Fares)	$ 65,000
3.735.110.000	Permanent Salaries	6,901
200	Contractual Services	1,600
300	Materials and Supplies	1,500
400	Equipment	1,100
800	Fixed Charges	4,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0045

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 492--Market Street - 7th to 8th, Underground Duct System

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Classes 1(b), 1(d) and 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0046

RESOLVED, That this Commission approves the plans and **specifications**, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 493--19th Avenue and
MUNI Right-of-Way, Junipero Serra Boulevard to
St. Francis Circle, Underground Duct System

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Classes 1(b), 1(d) and 2, as set forth in the Permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0047

RESOLVED, That the City Attorney is authorized to have judgment entered in the case of Alameda County Flood Control and Water Conservation District v. City and County of San Francisco, Alameda County Superior Court No. 416603, whereby the plaintiff is condemning a fee simple title in 10.317 acres in Niles Canyon for flood control, storm drainage and related purposes for the sum of $41,341 and subject to certain protective conditions outlined in the proposed judgment.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0048

WHEREAS, The Alameda County Water District has brought an action in eminent domain in Alameda County, being Superior Court No. HAY-6122, against the City and County of San Francisco to acquire a 60 foot wide easement, covering an area of 11.58 acres more or less for the purpose of conveying, supplying and distributing water, in, over and upon a parcel of property under the jurisdiction of the Water Department; and

WHEREAS, The Director of Property has estimated the fair market value of the property to be $20,000.00; now, therefore, be it

RESOLVED, That the Commission authorizes the City Attorney to have a Judgment in Condemnation entered fixing the fair market value of the property at $20,000.00, providing for the payment of interest at the rate of 7% per annum from May 4, 1965 to and including the date of payment of said total sum into court, and containing the reservations and conditions requested by the Water Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 1[illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0049

WHEREAS, a professional services contract with Brown and Caldwell and James M. Montgomery, a Joint Venture, Consulting Engineers, was authorized by Public Utilities Commission Resolution No. 70-0659 dated November 24, 1970 and

WHEREAS, subject contract allowed $210,000 for design and $30,000 for the services of the consultant during construction, and

WHEREAS, the Water Department did not approve the final design until funds for the construction of the facility were made available by supplemental appropriation from the 1972 Bond Fund, and

WHEREAS, during the construction phase, the consultant staff reviews shop drawings and gives advice on questions of design. Since the Consultant's staff salaries are now much higher than the salaries originally estimated for 1971 and 1972, this modification covers the increase in salaries for 1974 not anticipated and not the fault of the Consultant, and

WHEREAS, the new safety requirements imposed by the Federal O.S.H.A. and the new California Safety law effective in October 1973 have added new requirements for the Sunol Valley Water Filtration Plant Enlargement,

THEREFORE, BE IT RESOLVED that the maximum consultant's fee for the period of construction be increased from $30,000 to $40,000 to cover the increase in staff salary rates and to cover the additional work which will be required by new Federal O.S.H.A. and State safety laws and in increasing total amount of contract from $240,000 to $250,000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0050

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $315.74; approves Final Payment in the amount of $8,765.24, in favor of L. R. Yegge under Water Department Contract No. 1586, Furnish and Install Cathodic Protection For Bay Division Pipelines Nos. 3 and 4 Between Milpitas and Sunnyvale, and allows seventeen (17) working days unavoidable delay due to waiting for delivery of materials.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0051

RESOLVED, That this Commission hereby approves collections, month of January 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $432.36 for claims paid in full and $50.00 for partial payments, for a total of $482.36, per list dated January 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 74-0052

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1643--Repair Fences - Lombard Reservoir,

and, be it further

RESOLVED, That the activity described hereon is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission April 26, 1973, Class 1(h) and Class 4(b).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0053

WHEREAS, The City Attorney's Opinion No. 567 dated July 1, 1952 advised that certain "contracts" for water supply were subject to the uniform rates and charges; and

WHEREAS, The Public Utilities Commission, in conformance with that Opinion, adopted its Resolution No. 12,622 on July 7, 1952 instructing the San Francisco Water Department that billings be made in accordance with the Opinion; and

WHEREAS, By letter dated October 9, 1964 the City Attorney updated that Opinion with respect to certain remaining contract accounts, stating that others were undergoing study and negotiation; and

WHEREAS, All studies have now been completed; now, therefore, be it

RESOLVED, That in accordance with the advice of the City Attorney, the San Francisco Water Department be instructed as follows:

a. Water service to the Bay Bridge - Division of Bay Toll Crossings shall be billed in accordance with that Agreement between California Toll Bridge Authority and City and County of San Francisco dated June 24, 1937, and that the over billing to date be written off to the appropriate reserve account.

b. Water service to the Parrott Investment Company shall be billed in accordance with that Agreement between Abby M. Parrott, Catherine DeGuigne, et al, and Spring Valley Water Company dated April 13, 1887, and that all over billing to date be written off to the appropriate reserve account.

c. Water service to the Crocker Land Company shall be billed in accordance with the terms of the deed from Charles Crocker as Grantor to Spring Valley Water Company, and that all over billing to date be written off to the appropriate reserve account.

d. Water service to the City of Brisbane shall be billed in accordance with the terms of the Indenture between Guadalupe Development Company and Spring Valley Water Company dated July 28, 1908, and that all over billing to date be written off to the appropriate reserve account.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0054

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $3,474.75; approves Final Payment in amount of $6,004.63, in favor of Dalton Construction under Water Department Contract No. 1623, Laying of 8-Inch and 12-Inch Ductile Iron Mains in Fairfax Avenue, Lane and Keith Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 11 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0055

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $1,487.75; approves Final Payment in the amount of $1,541.80, in favor of Dalton Construction Co. under Water Department Contract No. 1612, Laying of 6-Inch Ductile Iron Main in Webster Street between Post and Bush Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby consents to and approves the renegotiation of that certain lease entered into on July 20, 1965 and amended April 1, 1969, with Sunol Valley Golf and Recreation Company, so as to provide for the following modifications to said lease:

1. Lessees to be Frank Ivaldi, Tony Romano, and Niel Nielson.
2. Lessees to eliminate all current liabilities.
3. Immediate expansion be undertaken to construct
    a. 120 unit deluxe motel
    b. 24 court tennis complex, with spectator facilities
    c. Olympic pool, with spectator facilities
    d. Racquetball/handball building with deluxe locker/shower/pro-shop facilities and spectator facilities
    e. Clubhouse improvements to enhance convention/business meeting attraction
    f. Golf course improvements to bring up to highest standards
    g. Improvements and expansion of service facilities, gardens, parking, roads, landscaping, and other similar exterior needs

    Completion of these improvements to be effected during this calendar year contingent upon receipt of required County and environmental approvals. Any extraordinary delay encountered in receipt of such approvals will be the basis for consideration of extension of completion date.

4. Lessees to provide additional sewage plant facilities that will correct existing deficiencies and accommodate the proposed improvements and expansions and which will be satisfactory to the General Manager and Chief Engineer of the San Francisco Water Department and be in strict compliance with all applicable State, County and District health and sanitary laws, regulations and directives.
5. Additions and expansions to the currently approved purposes established in the lease and in this resolution as well as deluxe mobile home accommodations, horse facilities and other athletic playing fields and facilities, may be undertaken at the discretion of the lessees.
6. In consideration of the foregoing, City is to reduce rental payments presently required to 5% of gross receipts for restaurant and bar activities, and 8% of all other activities during the first five years of the lease, after which the rentals will increase to 6-1/4% and 10%, respectively, and to extend the term of the lease to 55 years with options for two additional 10-year periods commencing upon the date of this resolution; and be it

FURTHER RESOLVED, That this Commission authorize the General Manager of Utilities to formulate mutual covenants with Lessees in order to amend terms and conditions of the present lease so as to include the provisions set forth hereinabove.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0057

WHEREAS, All work under Contract MR-604 - Upper Ocean Avenue Motor Coach Yard Temporary Streetcar Storage Track - was completed on November 29, 1973 by M. Lummis, Inc., Contractor; now therefore be it

RESOLVED, That this Commission accepts the work as satisfactorily completed; and be it further

RESOLVED, That this Commission allows an extension of 17 calendar days for unavoidable delay due to the following:

12 days adverse weather
1 day equipment breakdown
4 days for delivery of material;

and be it further

RESOLVED, That this Commission approves final payment in the amount of $19,724 in favor of said contractor.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0058

Resolved, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's Request for Supplemental Appropriation in compliance with Charter Section 8.403 in the amount of $2,926, to the credit of the following appropriations:

2.735.130.002.000 "Wages - Miscellaneous Employees"	$2,624
2.735.863.000.000 Mandatory Fringe Benefits (Transfer to 2.697.860.000.000)	302

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0059

WHEREAS, Proposals for providing Professional Services for surveying work within all the areas of the streetcar and cable car lines have been received and analyzed by the Transit Improvement Program Control Group; and

WHEREAS, After thorough evaluation of all proposals the recommendation is made that an agreement be entered into with the firm of George S. Nolte and Associates, Civil Engineers and Surveyors, to provide the required surveying services in a maximum amount of $35,390; now, therefore be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute an Agreement with the aforementioned firm to proceed with the surveying work; and, be it further

RESOLVED, That execution of said Agreement shall be subject to the concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0060

WHEREAS, Proposals, for providing Professional Services for design review, inspection and acceptance of the signal system being constructed for the Municipal Railway in the Market Street Subway have been received and analyzed by the Transit Improvement Program Control Group; and

WHEREAS, After thorough evaluation of all the proposals, the recommendation is made that an agreement be entered into with the firm of L. T. Klauder and Associates to provide the required professional services in a maximum amount of $150,000; and

WHEREAS, This proposed agreement has been approved by the Urban Mass Transportation Administration; now, therefore, be it

RESOLVED, That this Commission hereby requests the San Francisco Municipal Railway Improvement Corporation to execute an Agreement with the aforementioned firm to proceed with the professional services.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0061

WHEREAS, All work under Contract 30149 - Professional Services in Connection with Appraisal of Property of the San Francisco Municipal Railway January 16, 1974 by Touche Ross & Co., Contractor, now therefore be it

RESOLVED, That this Commission accepts the work as satisfactorily completed; and be it further

RESOLVED, That this Commission approves credit modification of contract in the amount of $1,531 and be it further

RESOLVED, That this Commission approves final payment in the amount of $3,777 in favor of said contractor.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0062

WHEREAS, An agreement for professional services was made and entered into by and between the City and County of San Francisco and Bentley Engineers, Inc. on December 20, 1972, with the total payment to Consultant not to exceed $275,000 covering all services performed by the Consultant; and

WHEREAS, The scope of work as provided in the Agreement has been increased by the addition of painting facilities and enlargement of the carpentry shop capable of handling cable car and other rail-related carpentry work; and

WHEREAS, The original compensation for the design work in the amount of $275,000 was based upon the estimated construction cost of the project originally prepared by the San Francisco Municipal Railway which did not include the requirement of recently enacted Federal, state and local environmental and safety regulations, and the extraordinary rate of inflation which has resulted in a steady increase in the project construction cost; and

WHEREAS, The Consultant has now completed and formally submitted a construction cost estimate based upon a detailed breakdown of the required facilities; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the execution of that certain amendment to the Agreement between the City and County of San Francisco and Bentley Engineers, Inc., under Article 2.E of the Agreement, which amends Article 2.A to include additional work as required and which amends Article 5.D to read, "The total payment to Consultant covering all services to be performed under this Contract shall not exceed four hundred thirty-eight thousand four hundred fifty dollars ($438,450);" and be it further

RESOLVED, That the execution of this amendment to the agreement shall be subject to the concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 19 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0063

RESOLVED, That this Commission does hereby approve requests for transfer of funds in the amount of $10,000.00 or under and the requests for allotments submitted to the Controller during the Second Quarter 1973-1974 as per attached lists.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

CONFIRMATION OF ALLOTMENTS AND TRANSFERS
SECOND QUARTER 1973 - 1974
RECAPITULATION

ALLOTMENTS	
1955 H. H. Bond Fund	$ 4,920.00
1961 MWS Bond Fund	800,000.00
1972 MWS Bond Fund	250,000.00
Municipal Railway	444,036.00
San Francisco Water Department	40,000.00
Hetch Hetchy Water & Power	131,566.00
TRANSFERS	
San Francisco Water Department	8,000.00
Hetch Hetchy Water & Power	2,000.00
TOTAL ALLOTMENTS AND TRANSFERS	$1,680,522.00

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDED 12/30/73

1955 HH Bond Fund

Allotments

From	To	Date	Amount	Reason
858.063.000	--	10/10/73	$ 4,920.00	To allot additional funds to cover expenditures and encumbrances.

1961 MWS Bond Fund

861.050.004	--	12/20/73	800,000.00	To allot additional funds to cover expenditures and encumbrances incurred under Contr. 1640 - Crystal Springs Pump Station.

1972 MWS Bond Fund

868.050.003	--	11/12/73	250,000.00	To allot funds for capital improvements per File 101-73-30 Ordinance No. 331-73, 8/23/73, SFWD Contr. #1595.

Municipal Railway

2.736.712.610	--	9/24/73	46,660.00	To provide funds for reconstruction of Cable Car System
2.736.713.610		"	109,000.00	
2.736.714.610		"	137,000.00	
2.736.719.610	--	10/23/73	75,000.00	To release reserve and allot funds for repairs and alterations to Geary Office Building.
3.735.804.000	--	10/31/73	42,000.00	To allot funds for settlement of claims.
3.735.804.000	--	12/5/73	20,000.00	To allot funds for settlement of claims.
3.735.112.000	--	12/20/73	14,376.00	To allot funds for Election day holiday.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDED 12/30/73

San Francisco Water Department

Allotments

From	To	Date	Amount	Reason
3.745.300.000	--	11/30/73	$ 40,000.00	To allot additional funds to cover expenditures and encumbrances.

Hetch Hetchy Water & Power

From	To	Date	Amount	Reason
3.755.640.000 3.755.641.000	-- --	10/10/73 10/10/73	9,000.00 27,750.00	To allot additional funds to encumber funds in full for the fiscal year during the second quarter.
3.755.300.000	--	12/3/73	5,000.00	To allot additional funds to cover expenditures and encumbrances.
3.755.900.000	--	12/17/73	38,566.00	To allot balance of funds to cover fiscal year service to other departments.
3.757.502.000	--	12/17/73	1,250.00	To allot funds for Order for Service or Work No. 31 for geological matters relative to the construction of an energy dissipator and raised spillway for Moccasin Dam.

Transfers

San Francisco Water Department

From	To	Date	Amount	Reason
3.746.900.000	8.746.712.000	11/5/73	8,000.00	To allot additional funds to cover expenditures and encumbrances [illegible] to complete construction.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDED 12/30/73

Hetch Hetchy Water & Power

Transfers

From	To	Date	Amount	Reason
3.756.000.000	3.756.706.000	10/25/73	$ 500.00	To provide additional to replace security lighting at Moccasin. Priest, West Portal and Early Intake.
3.756.000.000	2.756.717.000	11/15/73	1,500.00	To provide additional funds for emergency repairs to Warnerville Substation.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0064

WHEREAS, The San Francisco Public Works Code requires all City Departments, private utilities and others who maintain non-governmental sub-surface structures, mains, ducts, etc. to remove or adjust any of their facilities which would interfere with a Public Works contract for sewers, street reconstruction or other governmental purposes, or pay the Public Works contractor for the additional expense incurred by leaving the facilities in the way of his work; and

WHEREAS, Resolution No. 176-70 adopted April 8, 1970 by the Board of Supervisors, requests the Director of Public Works to formulate procedures providing for payments in lieu of removals or adjustments; and

WHEREAS, Resolution No. 70-0488, adopted July 28, 1970 by the San Francisco Public Utilities Commission, authorized approval of an agreement with the Director of Public Works setting up procedures and schedules of payments for all interferences; and

WHEREAS, Operating experiences show a need to revise this agreement to reflect certain clarifications along with making provision for direct payment to Department of Public Works contractors; now, be it

RESOLVED, That this Commission approve this revised agreement with the Director of Public Works, and authorize the General Manager of Public Utilities to execute said agreement which provides for the payment to Department of Public Works contractors for the cost of protecting and working around facilities of the Public Utilities Commission which legally interfere with the said contractors' performance while working on contracts with the Department of Public Works.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0065

RESOLVED, That this Commission hereby awards to William McIntosh & Son, 635 Texas Street, San Francisco, California, 94107, the lowest responsible bidder, Municipal Railway Contract No. MR-701-R, Presidio Building - Covers for Skylights, Base Bid for the lump sum amount of $22,004.00, and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of FEBRUARY 13 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0066

RESOLVED, That this Commission hereby awards to Charles O. Jones, Co., Inc., 49 Zoe Street, San Francisco, California, 94107, the lowest responsible bidder, Municipal Railway Contract No. MR-702, Washington-Mason Cable Carbarn - Tension Carriage Counterweights, for the lump sum amount of $12,657.00, and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0043-MR 2-13-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Marsha Ann Cole	72 B 1798-2 $50,000.00	21-3	3-8-73	A	$ 2,750.00
Litigated Settlements - CA Office					
Ingeborg Aghili	70 S 0355-2 $10,000.00	6-2	11-30-70	A	2,500.00
Norman Bean	70 S 0434-1 $35,000.00	11-1+	12-30-70	A	5,500.00

RESOLVED, That the portion of Resolution 74-0025-MR adopted 1-22-74, pertaining to the sum of $3,250.00 payable to Roy Arlen Brown aka Roy A. Brown, be amended as follows: Delete entire explanatory note "(Plaintiff..... $882.00)", and substitute the following: "(Co-defendant, Texaco Company, will also pay $3,250.00, of which $882.00 will be paid to the Plaintiff in Intervention, Liberty Mutual Insurance Company.)".

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Laurence K. Hyde	71 C 0331-3 $30,000.00	1-4+	1-20-72	A	2,750.00
Margaret Ann Klein formerly Margaret Ann Kirkendall (now an adult)	69 C 0294-1 $500,000.00 (Co-defendant to pay $63,000.00.)	10-3	11-8-69	A	7,000.00
Daniel A. Pingel	71 T 0192-1 $35,000.00	18-1	8-7-71	A	3,500.00
Mollie Saltzman	71 C 0190-1 $5,000.00	5-6	10-11-71	(A $1,450)	
	71 B 0741-2 $5,000.00 (Two accidents on two successive days are combined for settlement.)	3-2	10-12-71	(A $1,450)	2,900.00
Wai Ling Wong (now an adult)	70 T 1434-6 $40,000.00	6-3	2-19-71	A	2,200.00

(continued)

2-13-74

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Judgment (Compromised)					
Hyman Coplon	69 B 1892-1 $750,000.00	4-9	1-16-70	A	$ 95,000.00*
Judgment (Arbitrated)					
Gwendolyn Horde	71 B 1017-1 $10,000.00	6-6	11-17-71	A	4,950.00
					$ 129,050.00

*Appro. 3.735.804.999	$ 57,500.00
Appro. 3.735.804.000	$ 71,550.00
	$129,050.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 13, 1974.

John C. Farrell

Secretary and Assistant General Manager

Public Utilities Commission
City and County of San Francisco

SAN FRANCISCO MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

February 8, 1974

Subject: MEMORANDUM

TO: Mr. J. D. Crowley
General Manager of Public Utilities

FROM: J. M. Woods, General Manager
San Francisco Municipal Railway

SUBJECT: Monthly Off-Peak Pass

On January 3, 1974 I sent you a memorandum with my recommendations on a monthly pass for the Municipal Railway. My memorandum recommended that a public hearing not be held on the unlimited use $10 per month pass until we could explore the concept of an off-peak pass which could be used at all times except between the hours of 7 - 9 a.m. and 4 - 7 p.m. on weekdays. The pass could also be used on all hours on Saturday, Sunday, and holidays.

We have researched the off-peak concept and have found that only one system has ever used such a pass. St. Louis, Missouri did have such a pass but eliminated it in November 1973. Prior to this date St. Louis had four different type passes. In addition to the off-peak pass they eliminated two others and retained one which they call the Silver Pass. This pass is a weekly pass and sells for $3.50 and is good any time during the week of issue in the central fare area. In the week of November 12-18, 1973 they sold 13,524 weekly Silver Passes.

Prior to discontinuing the off-peak pass they sold 3,789 passes in the week September 24-30, 1973. St. Louis employed a consulting firm to determine the average number of rides taken by the holder of the pass. The average number submitted was 11.77 rides per week for the discount pass. Using this number, we came up with a figure of 4.25 per cent of all their riders using the off-peak pass. In the following calculation I have expanded this figure to 5% because we would be a little more liberal in the hours the pass could be used.

There are an estimated 86,000,000 local passengers riding our system annually. This does not include school children, senior citizens, mentally handicapped, or express riders. The breakdown appeared in my memorandum of January 3, 1974.

Using the 5% figure we arrive at an estimated 4,300,000 annual passengers who would ride using the pass. I have assumed that the person buying the pass would take an average of 33 rides per month. The 4,300,000 passengers now paying 25¢ would contribute $1,075,000 per year in revenue. The off-peak pass, if sold for $5, would calculate to an average fare of 15¢ per ride. There would be an estimated increase in riders of 8% using the Simpson and Curtin formula. This amounts to an additional 344,000 passengers per year, or a total number of 4,644,000 passengers using the $5 off-peak pass. Utilizing the average of 15¢ per ride, the estimated annual revenue from this source would be $698,600. This is a decline of $377,600 from the estimated revenue of $1,075,000 quoted above.

There would be an estimated sale of 11,750 passes per month under this arrangement. The commissions on the sale of the pass would amount to $1,175 per month if we assume 10¢ per pass. This is the commission now paid by the San Francisco Water Department to outlets for collecting water bills. It is also in line with that paid by other transit systems.

In addition to commissions, there would be printing costs, handling costs, postal charges, and accounting personnel cost, which are estimated to cost $45,000 annually.

The following tabulation indicates the total annual estimated cost to the Municipal Railway:

Loss in revenue	$377,600
Commissions	14,100
Printing, handling, etc.	45,000
Total Cost	$436,700

In my memorandum of January 3, 1974, I estimated that a $10 monthly pass could result in an additional cost to the taxpayers of from $500,000 to $1,100,000. This range was predicated on the pass buyer taking from 44 rides per month to 49 rides per month.

I have made further studies assuming a monthly pass, good at all hours, which would sell for $11 instead of $10, as proposed by Mr. Kenneth Schmier. These studies have shown that the loss of revenue from an $11 monthly pass, assuming 49 rides per month, would result in the approximate same loss of revenue as the $5 off-peak pass. If only 44 rides per month are taken by the pass holder, there would be no appreciable decrease in revenue. The $11 per month pass would cost more to administer than the $5 monthly pass as there would be more of the former sold. I estimate 365,000 monthly $11 passes would be sold yearly versus 141,000 of the $5 off-peak pass. The major increase would be in commissions paid to the outlet.

I do not recommend the adoption of a $10 monthly pass for the following reasons:

1. It would encourage riding in the peak hours on our already crowded vehicles.

2. It would add substantially to our deficit; and with rising fuel and tire costs, the additional money might not be available.

3. With the possibility of fuel rationing our present fleet could not accommodate additional peak riders. The $10 pass does not encourage changing of working hours.

I recommend the adoption of a $5 off-peak pass for a 90-day trial period so that we can accurately measure the impact on the San Francisco Municipal Railway. The off-peak pass does present the following advantages:

1. It would encourage people to ride in off-peak hours and on Saturdays, Sundays, and holidays and leave their automobiles at home.

2. It would encourage employees and employers to adjust their working hours to take advantage of the reduced fare and possibly reduce peak demand. This could conceivably provide additional space in our vehicles during the peak hours. With the energy crisis this would help in diverting patrons from their cars to public transit.

3. It would provide more mobility to those persons who now hesitate to use public transportation.

4. It would eliminate the necessity of some patrons to have the exact fare.

5. It would speed up loading.

After the expiration of the trial period, we should examine the results to determine if it would be feasible to expand the monthly pass concept.

John M Woods

J.M.W.

JMW:eon

Public Utilities Commission
City and County of San Francisco

SAN FRANCISCO MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

January 3, 1974

Subject: MEMORANDUM

TO: Mr. J. D. Crowley
General Manager of Public Utilities

FROM: J. M. Woods, General Manager
San Francisco Municipal Railway

SUBJECT: Monthly Pass - San Francisco Municipal Railway

On December 11, 1973, the Public Utilities Commission directed the staff to prepare a report on the advisibility of instituting a monthly pass on the San Francisco Municipal Railway. The Commission, after receiving the report, could set a date for a public hearing to consider the adoption of such a program. Adoption of a monthly pass would have to be approved by the Public Utilities Commission and Board of Supervisors in accordance with the provisions of Section 3.598 of the Charter.

The staff has researched other major transit systems and finds that six major transit systems utilize either a monthly or weekly pass.

The following table indicates the percentage of revenue passengers using the pass in each urban area.

TABLE I

	Annual No. Rev. Passengers	Percentage Using Pass	Annual No. Using Pass
Cleveland	63,600,000	6	3,816,000
Milwaukee	57,487,000	42	24,152,000
Los Angeles	140,444,000	22	30,897,000
Pittsburgh	78,525,000	12	9,420,000
San Diego	18,772,000	19	3,628,000
St. Louis	54,353,000	27	10,848,000
Total	413,181,000		82,761,000

Percentage using pass - 20.03%

Table II, which appears on the next page, indicates the various conditions and other information on the six major systems using the pass.

TABLE II

Comparison of Monthly and Weekly Transit Pass Conditions for Various American Cities

	Cleveland	Pittsburgh	Los Angeles SCRTD	San Diego	Milwaukee	St. Louis
Price of monthly pass	-	$10.00	$12.00	$10.00	-	-
Price of weekly pass	$7.75	2.60	-	-	$5.00	$3.50
Additional cash fare	-	10¢ First Zone, 5¢ ea. additional zone	-	-	-	-
Basic fare - Single zone	50¢	40¢	30¢	25¢	50¢	25¢
Ratio of cost of pass to basic fare - monthly	-	35:1	40:1	40:1	-	-
Ratio of cost of pass to basic fare - weekly	15.5:1	9:1	-	-	10:1	14:1
Extra charge for pass holders in zones outside zone one	Good only in single zone	5¢ in each other zones	$3.50 stamp for each zone	None	Additional zone fare beyond 6½ mile radius	Additiona zone fare
Passes sold per week	3,900	6,260	-	-	28,000	15,000 *
Passes sold per month	-	16,284	50,000	6,400	-	-

* St. Louis recently reduced their fare in Zone 1 from 45¢ to 25¢. The number of passes sold in the week September 24 - 30, 1973, was 15,000 under the old rates. They reduced the number of different types of passes from four to one.

Effect on Municipal Railway revenue and operations on adoption of monthly pass.

The following is an estimate of the riders on the Municipal Railway for the fiscal year 1972-73:

Local fares	86,000,000
Express fares	4,000,000
Children and school children	20,000,000
Senior Citizens	7,500,000
Shopper Shuttle	1,000,000
Sunday Pass	500,000
All others	1,000,000
Total	120,000,000

A monthly pass would attract riders from the local and express patrons. It would offer no incentive to the senior citizen, school children, Shopper Shuttle patrons, athletic event riders, or those now using the Sunday pass.

I have received petitions signed by 206 persons who indicate they take an average of 44 rides per month. This, in effect, is giving these riders a fare decrease of approximately 10%. Applying the 20% figure contained in Table I to the 90,000,000 local and express fares computes to a figure of 18,000,000 revenue passengers who would use the pass. This would produce an estimated loss of revenue of $452,000 per year to the system

If we use a higher figure of 49 revenue riders per pass per month, as has been San Diego's experience, the possessor of the pass would enjoy a fare reduction of 22.5 per cent. This would result in a loss of revenue of $1,000,000 per year to the system.

There would, however, be an estimated increase in ridership of 2.0 per cent if we assume the new patrons would take 44 rides per month. This would produce an estimated additional amount of $82,300 per year. If the average new rider were to take 49 rides per month, it would produce an additional 4.5 per cent increase in riders in the pass category, with an increase in revenue of $166,300.

The loss in revenue to the City would then be estimated to be as follows:

Rides per Month	Loss Revenue	Increase due to new riders	Net Loss
44	$ 452,000	$ 82,300	$369,700
49	1,000,000	166,300	833,700

TABLE III

Commission paid to outlets for sale of pass

Cleveland	10¢ per pass
Pittsburgh	10¢ per pass
Los Angeles SCRTD	3 - 5%
San Diego	5% - Banks free
Milwaukee	2%
St. Louis	10¢ per pass

There would be an estimated 18,472,000 annual riders using the pass if they were to take 44 rides per month. If we assume the holder of the pass were to take 49 rides per month, there would be an estimated 18,929,000 annual riders using the pass. The following computations give the cost of commissions for a 1% to 5% range.

44 Rides $\frac{18,472,000}{44}$ = 419,818 passes per year

49 Rides $\frac{18,928,950}{49}$ = 386,305 passes per year

44 Rides per Month %

419,818 x $10.00 x .01 = $ 41,982

419,818 x 10.00 x .02 = 83,964

419,818 x 10.00 x .03 = 125,946

419,818 x 10.00 x .04 = 167,927

419,818 x 10.00 x .05 = 209,909

49 Rides per Month

386,305 x $10.00 x .01 = $ 38,631

386,305 x 10.00 x .02 = 77,261

386,305 x 10.00 x .03 = 115,892

386,305 x 10.00 x .04 = 154,522

386,305 x 10.00 x .05 = 193,153

In addition to the commissions which would be paid to outlets, there would be an estimated cost of distribution, printing, and equipment of $75,000. The total cost to the Municipal Railway could range anywhere from one-half a million dollars to one and a tenth million dollars.

Experiences and Comments of other systems.

The use of a Saver Pass is not new in the transit industry.

Chicago, Illinois has experimented with a weekly pass three times-once in the 1920s, again in the 1930s, and once again in the 1950s. In each case the results were disappointing. Maximum sales of the most recent pass, which could be utilized in boarding in the central area, were less than 1/10 of 1% of the traffic, even though the sale price of 7.3 times the single fare was a much greater bargain than could be risked today. (A copy of Chicago's comments is attached to this report.)

Cleveland, Ohio instituted a weekly pass in 1949 which sold for $1.80. In 1949 they sold 5,064,043 weekly passes. Over the years the price of the pass was raised and in 1968 the pass was selling for $4.25. The number of passes sold in 1967 had dwindled to 793,946. The pass was discontinued in August 1968. Total system revenues dropped for a while but after a few months increased again. The pass was reinstituted on February 3, 1969 but the sales never approached the level of 1968. The average number selling at the present time is 3900 per week.

Milwaukee, wisconsin has had a weekly pass for over forty years but would have reservations in recommending it to other properties without knowledge of the fare structure.

Los Angeles, California has had the monthly pass for a number of years. They feel that the pass would increase riding but with less than a comparable increase in revenue.

Duluth, Minnesota has had the pass for years but would not recommend it to other properties. They state that even with the pass their revenues continue to decline.

Pittsburgh, Pennsylvania installed the pass to stimulate off-peak riding. This would be their recommendation for introduction.

Richmond, Virginia would like to eliminate it because the physical problems of distribution are time consuming and expensive.

San Diego, California recommends the pass as it serves as a significant convenience to the passenger at a cost savings.

Rochester, New York would like to eliminate and would not recommend to other properties.

Other smaller properties favor the pass because it is a convenience to the rider especially with the exact fare. The advance payment also benefits the cash flow position.

Nearly every property contacted by the American Transit Association in their questionnaire of October 1970 admitted that the pass is subject to cheating or misuse.

Recommendations

The financial outlook for the Municipal Railway for the balance of the Fiscal Year 1973-74 is not too bright. It will be necessary to submit a Request for Supplemental Appropriation at the next meeting of the Public Utilities Commission for the funds required for the balance of the fiscal year. Tabulated below are the estimated deficiencies in our current budget.

Tire Rental	$ 25,000
Fuels and Lubricants	275,000
Wire Rope Cable - Cable Car Lines	20,000
Promotional Classes Increments	150,000
Trust Fund Increase	200,000
Miscellaneous Wages Deficit	180,000
Estimated Total Deficit	$850,000

In addition, the currently available rolling stock could not accommodate a significant increase in patronage during the morning and evening peaks. If gas rationing becomes a reality during the spring our fleet will be further taxed to meet rider demand. Additional funds would be required to keep the older Mack coaches in operation during such a crisis. This additional financial requirement would add to our operating deficit.

The Urban Mass Transportation Administration is about to enter a Marketing Study Program for Mass Transit throughout the nation. We have talked to them informally about sponsoring an off-peak period pass to encourage riders during the off peak and on Saturdays, Sundays, and Holidays. We have followed up our telephone conversation with a letter to reiterate our position. It is hoped that such a demonstration project could be approved by UMTA with Federal funds provided to meet the operating deficits that would be incurred. Such a pass could be sold for a nominal amount and would encourage people to leave their cars at home and use transit for their non-work trips, such as doctors' visits, shopping, sightseeing, recreation, and adult education classes.

I therefore recommend that the Public Utilities Commission not set a date for a public hearing but postpone any action until we can further explore the off-peak pass concept.

John M. Woods

J.M.W.

Att.

JMW:cc

s.f. muni RAILWAY
unlimited use pass
$10. MUNI S F **Nov.**
INFORMATION:558-4111

MUNI PASS
4424 FULTON, S.F.
668-4857
KEN SCHMIER, CHAIRMAN

THE MUNI PASS SURVEY February 1974

This survey was made at the request of H. Welton Flynn, President of the San Francisco Public Utilities Commission, for data regarding the implementation of a $10. Pass.

The survey indicates that San Francisco's Municipal Railway can expect an initial increase in revenue equal to 4.32% of current 25¢ fare receipts, or about $1,000,000.00 per year. The survey indicates that 41% of current Muni riders would buy the pass hence this plan is well received.

The survey was taken by volunteers at bus stops and on coaches as they moved through the city. An attempt was made to accurately consider riding patterns at different times of the day and in different locations. The location of each position where a survey was made and the time at which it was made are available. Only 25¢ fare riders were interviewed.

Four questions were asked. How many times per month do you ride the Muni? Do you ride during rush hours (7-9 am, 4-6 pm)? Would you buy a $10. pass? Would you buy a $5. pass not good during rush hours?

The results were tabulated and are attached hereto.

The method by which the 4.32% increase in revenue prediction was arrived at are outlined below.

Responses were grouped by their indicated number of rides per month [Column # 1]. The number of persons indicating a particular group are listed in column # 2. Groups are by even numbers since most persons make round trips. Responses of odd numbers were rare and are rounded to the next higher figure in keeping with conservative accounting principles.

Columns #3 and #4 indicate the number of responses by people shown in column #2 who would buythe $10. and $5. passes respectively.

Column #5 indicates the number of resposes found in column #2 adjusted for the number of rides they take found in column #1. #5 equals #2 divided by # 1. This is necessary since, for example, a person riding 60 times per month is 60 times more likely to be interviewed than a person riding only 1 time. If the survey had interviewed every person as they boarded Muni vehicles the same step would be necessary since each person would be interviewed exactly the number of times he rides.

Column #6 is the percentage the figure in column #5 bears to the total of column #5. It gives us the distribution of Muni riders who pay 25¢ fares.

Column #7 is the percentage of people in each group who have indicated that they would buy the $10. pass.

Column #9 and column #10 indicate the total fares placed in the fare box by each person in the group and the change if that person had purchased a $10. pass.

Column #8 is the number of persons in each group who have indicated that they would buy the pass. This is found by multiplying the adjusted persons figure [column #5] by the percentage of persons who would buy the pass [column #7].

Multiplying the persons who would buy the pass [column #8] by the Gain-Loss per person [column # 10] we arrive at column #11, the total revenue effect per group by persons who switch to the $10. pass.

Multiplying Persons in Group [column #5] by the current revenue per person [column #9] we get the current revenue per group [column #12].

Totaling the figures in column # 11 we get the total net effect of the persons surveyed who would switch to the $10. pass. Totaling column # 12 we get the total current revenue received from all persons surveyed.

Dividing the total of column #11 by the total of column # 12 and multiplying by 100% we get:

$$\frac{\text{Total Revenue effect}}{\text{Total Current Revenue}} \times 100\% = \frac{7.72}{178.86} \times 100\% = 4.32\%$$

As can be seen, the survey concludes that the effect of instituting the $10. pass is to increase Muni revenues. It should be pointed out that this is the immediate increase. It does not take into account the people who presently do not ride Muni at all who might be attracted by the pass. The figures

indicated are without the benefit of any promotional or advertising activities. Taking these factors into account as well as the relatively fixed cost of operating the Muni system, continued increases in revenue can be expected over and above the 4.32% figure.

California cities presently using a pass fare system are pleased with its effect. These figures indicate it is certainly worth a try in San Francisco.

The data in this report
has been prepared under
my supervision and to
the best of my knowledge
and belief is accurately
shown in a manner to convey
its true meaning.

Respectfully submitted by,

Kenneth J. Schmier, Feb 11, 1974

Kenneth J. Schmier Date
Chairman, MUNI PASS

Rider Survey February 1974 MUNI PASS

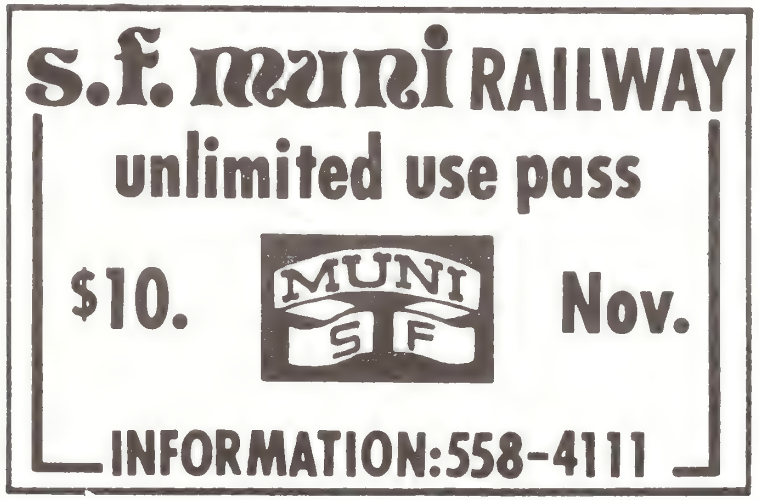
#1 #	#2 Stated Rides Per Month	#3 $10 Pass Buyers	#4 $5 Pass Buyers	#5 Persons in Group	#6 % of Total Riders	#7 % Buying $10. Pass	#8 Persons Buying $10. Pass	#9 Current Revenue per person	#10 Gain [Loss] per Person	#11 Total Revenue Effect per Group [-]	#12 Current Revenue per Group
2	14	0	2	7.00	20.72	.00	.00	.50	9.50	.00	3.50
4	17	1	4	4.25	12.58	5.88	.25	1.00	9.00	2.25	4.25
6	17	3	5	2.83	8.38	17.64	.50	1.50	8.50	4.25	4.24
8	9	0	2	1.13	3.34	.00	.00	2.00	8.00	.00	2.26
10	17	3	6	1.70	5.03	17.64	.30	2.50	7.50	2.25	4.25
12	6	1	4	.50	1.48	16.66	.08	3.00	7.00	.56	1.50
14	1	0	0	.07	.20	.00	.00	3.50	6.50	.00	.24
16	9	5	6	.64	1.89	55.55	.36	4.00	6.00	2.16	2.56
18	----	----	----	----	---	----	---	---	---	---	---
20	29	14	13	1.45	4.29	48.27	.70	5.00	5.00	3.50	7.25
22	1	1	1	.05	.14	100.00	.05	5.50	4.50	.23	.28
24	9	4	4	.38	1.12	44.44	.16	6.00	4.00	.64	2.28
26	7	6	3	.27	.78	85.71	.31	6.50	3.50	1.08	1.75
28	1	0	0	.03	.08	.00	.00	7.00	3.00	.00	.21
30	19	11	6	.63	1.86	57.89	.36	7.50	2.50	.90	4.73
32	5	1	3	.16	.47	20.00	.03	8.00	2.00	.06	1.28
34	----	----	----	----	---	---	---	---	---	---	---
36	8	7	5	.22	.65	87.50	.19	9.00	1.00	.19	1.98
38	1	1	0	.03	.08	100.00	.03	9.50	.50	.01	.29
40	366	304	45	9.25	27.39	83.06	7.68	10.00	.00	.00	92.50
42	8	5	0	.19	.56	62.50	.12	10.50	[.50]	[.06]	1.99
44	4	3	0	.09	.26	75.00	.07	11.00	[1.00]	[.07]	.99
46	3	3	2	.06	.17	100.00	.06	11.50	[1.50]	[.09]	.68
48	10	8	6	.24	.71	80.00	.18	12.00	[2.00]	[.36]	2.88
50	44	39	14	.88	2.60	88.63	.78	12.50	[2.50]	[1.95]	11.00
52	---	----	----	----	---	---	---	---	---	----	---
54	----	----	----	----	---	---	---	---	---	----	---
56	3	2	1	.05	.14	66.67	.03	14.00	[4.00]	[.12]	.70
58	---	----	----	----	---	---	---	---	---	---	---
60	64	57	21	1.65	4.88	89.06	1.47	15.00	[5.00]	[7.35]	24.75
62	---	----	----	----	---	---	---	---	---	---	---
64	---	----	----	----	---	---	---	---	---	---	---
66	1	1	0	.01	.02	100.00	.01	16.00	[6.00]	[.08]	.18
70/120	21	17	13	.02	.04	81.00	.03	20.00	[10.00]	[.28]	.34

Totals: #2 Persons surveyed 694 100% $10. Pass Buyers 497 41% $5 pass buyers 166 24%

Total Current revenue [# 12] 178.86

Total Revenue Effect [# 11] +7.72

$$\frac{\text{Total Revenue Effect}}{\text{Total Current Revenue}} \times 100\% = \%\ \text{Change in Revenue} \qquad \frac{7.72}{178.86} \times 100\% = 4.32\%\ \text{increase}$$


s.f. muni RAILWAY

unlimited use pass

$10. Nov.

INFORMATION:558-4111

MUNI PASS

4424 FULTON, S.F.

668-4857

KEN SCHMIER, CHAIRMAN

UNIVERSITY OF CALIFORNIA, BERKELEY

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INSTITUTE OF TRANSPORTATION AND
TRAFFIC ENGINEERING
109 MC LAUGHLIN HALL
BERKELEY, CALIFORNIA 94720

February 12, 1974

Mr. Kenneth J. Schmier
MUNI PASS
4424 Fulton Street
San Francisco, California

Dear Mr. Schmier:

As you know, I have given some thought to the question of monthly or annual passes on transit systems, and have come to the conclusion that they may be highly desirable.

1) to promote more transit riding
2) to improve transit service by speeding up the process of boarding passengers
3) to give transit operators improved cash flow

Therefore, I am very pleased that you are working to establish such a pass system in San Francisco. I found your field survey very interesting; the data appear to represent what one might expect. Because you surveyed passengers at random on the system and because this means that occasional riders will be less likely to be interviewed than regular riders, your method of expanding and weighting the data is necessary and correct. The results appear to be in the general range of what one might expect. They may be on the conservative side since no allowance is made for attracting new riders to the Muni from those in the population who make no transit trips at present and who had no chance to be interviewed. Similar pass schemes in Los Angeles and San Diego do not appear to have had any adverse effects on total revenues.

If a pass scheme succeeds, it will make a useful contribution to reducing automobile traffic and the associated problems of air pollution and energy consumption. It would certainly increase off-peak riding, especially for impulse and convenience goods shopping. If it also causes some auto commuters to switch to transit, street congestion will decrease and transit vehicles will be able to travel faster and complete more trips during the peak periods. This would increase peak capacity and speed.

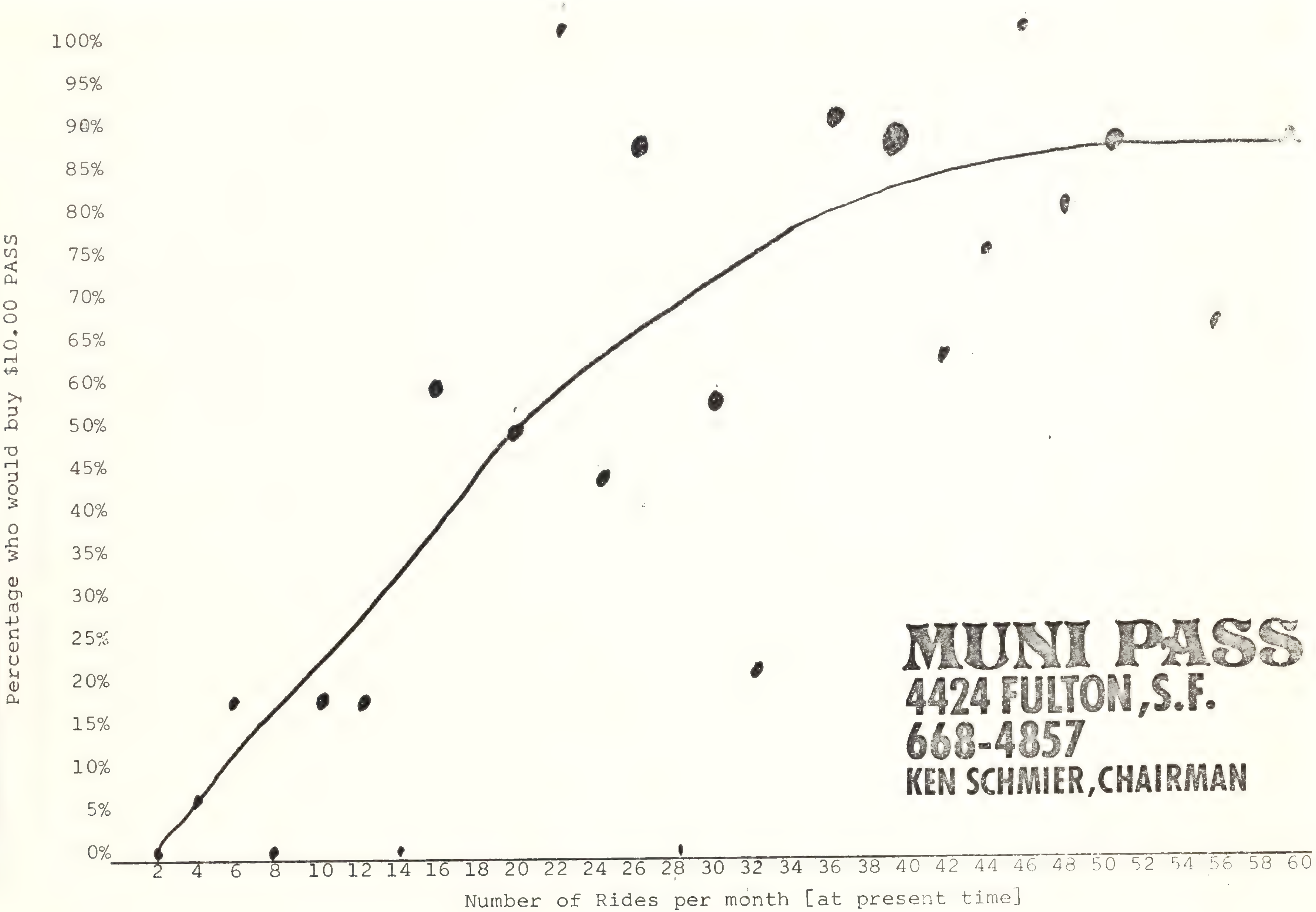
I wish you luck in your endeavor.

Sincerely,

Wolfgang S. Homburger

Wolfgang S. Homburger
Research Engineer and Lecturer

WSH:pd



MUNI PASS
4424 FULTON, S.F.
668-4857
KEN SCHMIER, CHAIRMAN

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INSTITUTE OF TRANSPORTATION AND
TRAFFIC ENGINEERING
109 MC LAUGHLIN HALL
BERKELEY, CALIFORNIA 94720

December 18, 1973

TO: Mr. Ken Schmier

Your reactions and suggestions re the attached would be greatly appreciated by

[illegible]

Yours sincerely

WSH

Wolfgang S. Homburger

This has been floated as a trial balloon — might contain data useful for you

A PROPOSAL FOR TRANSIT PASSES

Introduction

The policy to increase the utilization of transit systems is of long standing, and has increased in urgency first because of the concern for air pollution and now because of the "energy crisis". No attempt is made here to discuss these policies or to estimate the extent to which the problems of pollution or energy consumption might be alleviated by major shifts in modal choice. Assuming the policy to be desirable, it is necessary to find means of effectuating it.

Perhaps there is presently too much emphasis on the use of the stick instead of the carrot. This note will therefore describe a carrot which may prove palatable to present and potential transit riders, and which may also have advantages to transit operators.

Perceived Costs

One factor, found in most investigations of modal choice to play a major part in the decision-making of urban travelers, is the perceived cost of a trip. It is often pointed out that this perceived cost for the automobile is only the cash outlay of parking charges and bridge or turnpike tolls (if any — and there are often none). The true costs of operating the automobile, not to mention the capital costs of the depreciating vehicle, are seldom thought of because they are incurred at intervals ranging from perhaps weekly (gasoline purchase) to annually (licensing, insurance) and longer (purchase of a new car).

On the other hand, transit trips involve a cash outlay for each trip, which is readily perceived. To overcome this, commuter tickets valid for a certain number of rides on longer trips, such as the 20-ride book offered by A. C. Transit for transbay travel and by Greyhound generally, and the "convenience ticket books" of Golden Gate Transit, are used. It is probably fair to say that these types of tickets were introduced primarily to offer an inducement, in the form of discounts ranging from 10% (A. C. Transit) to over 50% (Greyhound) as compared to the fares charged for single trips, and thus to assure a steady clientele, as well as to reduce cash handling on the buses. BART permits prepaying for fares in any amount to $20, but offers no discount. Possibly the cost of each trip is less perceived under this arrangement; but, the rider can see precisely at what rate he is using up his prepaid supply of transportation (unlike the imprecise information conveyed by the needle of the fuel gauge or the tread depth of the tires).

Transit Passes

Passes are distinguished from tickets in that, within the period and geographic limits of their validity, they can be used for as many trips as desired. Once the pass has been purchased, each trip made has no marginal cost and may even be considered "free" by the traveler. In this respect, the pass has the same perceived cost status as the registration, license and insurance costs of automobile travel.

Transit passes saw some use in North American cities in the past, but have largely disappeared. In Europe they are quite common. There are several varieties:

- Time period varieties include passes valid on five days of the week or all seven days of the week, on all weekdays of a month or all days of the month, and even valid for an entire year, although payment for this last type of pass is made at monthly intervals.
- Geographic variations include validity only between two specified points or zones via the most direct route, within groups of zones or the area contained in a concentric ring on any route, or throughout the entire system.

There may be several types of passes available within the same system, although this, of course, adds to the complexity of handling sales and supervising the use of the passes. In Hamburg, Germany, for example, as of 1972 there were weekly passes for 5- and 7-day use and monthly passes; passes could be purchased for travel across a specified number of fare zones, or for each of the three major parts of the system (inner city, suburbia, exurbia). In addition, there was a system-wide pass valid for two successive days, intended primarily for tourists but also attractive to residents temporarily without their car. Further, there were senior citizens passes not valid during rush hours, and monthly passes for small children, school children, and college students. Altogether, there were 39 different price categories for passes alone, not to mention single-ticket tariffs and supplementary charges for the use of express buses and first class accommodation on the suburban railroads. Obviously such an arrangement is cumbersome.

Possible Transit Pass Arrangements for the Bay Area

It seems perfectly feasible to introduce a simple set of transit passes in the Bay Area. Proposals for such a pass for the Muni have recently been made by a citizens' group in San Francisco, and the matter has been briefly discussed in the East Bay. Initially, such a pass arrangement would probably apply to single transit carriers, but hopefully it would be so designed that a change-over to a unified tariff for all the Bay

— This refers to your efforts.

Area, as proposed in the plan of the Metropolitan Transportation Commission, would be simple. The following specific suggestions are made to start discussion:

Monthly passes would probably be introduced first, because they are administratively easier to handle. Passes would be non-transferable. There would be three versions for children, adults, and senior citizens. They would be valid on any day of the week at all hours, except that senior citizen passes would not be valid in rush hours. The cost of the pass would be set at 40 times the corresponding single fare. Therefore, there would be one price of $10 for the standard pass on the Muni, $2 for children and senior citizens. On A. C. Transit, the cost would be:

	Adults	Children	Senior Citizens
Transbay to/from Zone 1	$22	$ 8	$22
Within any East Bay Zone	$10	$ 6	$ 4
Added charge per zone–transbay trip*	$4	$ 4	$ 4
eastbay trip*	$1	none	none

*May not apply to each additional zone unless the present tariff, which includes some 5¢ and some 10¢ steps is changed.

For Golden Gate Transit passes would range from $10 (local travel) to $60 (valid between San Francisco and Zone 5).

Introduction of passes on BART is more difficult, since fare gates would have to be redesigned to recognize and process passes differently from normal tickets. Although other schemes may be theoretically attractive, the most practical seems to be passes valid for unlimited rides at or below specified fares. Thus a "30¢ Pass" costing $12, would allow unlimited rides at 30¢, a "50¢ Pass" at $20 would allow riding between any stations where the fare is 50¢ or less, and so forth. The highest BART fare being $1.25, the pass sold at $50 would give system-wide unlimited riding privileges. Commuters would presumably purchase the pass which just covers the cost of their home-to-work trip. Cheating is, of course, possible. Within the East Bay, the $12 pass would permit unlimited travel if the user leaves the system at least once in six miles (below which the fare is 30¢) and then reenters; for transbay trips the $22 pass would permit similar maneuvers. However, the time lost in doing this on a regular basis is hardly conducive to widespread behavior of this type.

Entry gates would handle passes as regular tickets. Exit gates would check that the fare from the station of entry is equal to or less than the face value of the pass, but would not "extract" any value from the ticket. An optional feature would be to permit rides of higher cost than the face value, in which case the user adds the difference at the "ADD Fare" machine, and the exit gate then wipes this record out again. If the [illegible]

station agents or roving inspectors would be used; therefore the passes need to be in

distinctive colors with the expiration date clearly displayed. Passes could also be sold for joint use on BART and any of the feeder systems by adding a suitable amount to the price and using different color schemes for easy visual checking.

The form of the pass would be a plastic card of the same dimensions as the BART tickets. The single-month pass would be issued with the expiration date clearly rubber-stamped on the face, and the purchaser would have to sign it at the time of the purchase. Transit vehicle operators or BART station agents could require the bearer to give a sample signature if misuse is suspected. There would also be a renewable monthly pass, similar to the single-month pass except that the expiration date would be by means of a peelable gummed label to be placed on the card in such a manner that it would be clearly visible to vehicle operators. For BART, such a label might not be acceptable to the turnstile mechanism, and the magnetic code of the expiration date would have to be changed each month in any case; hence special measures would have to be developed.

The renewable pass is one of the most important parts of this proposal. At the initial purchase, the traveler would sign an agreement to have the pass renewed automatically until he cancels it. This could be done directly with the transit agency involved. The charge for the first month would be paid at the time of the issue of the pass. Thereafter a bill would be sent, together with the label for the following month, or arrangements could be made for an automatic charge to a credit card account. Of course, if the bill is not paid, no further monthly extensions would be made, and normal bill-collection procedures would be followed. Alternatively, large firms could handle renewable passes by payroll withholding, just as many of them now withhold parking fees for their employees; in this case, the transit agency or agencies serving the location of the employer would authorize the employer to include the expiration date labels with the pay check.

The date of expiration must be flexible. It would be restrictive to insist on a system where validity coincides with calendar months. So, if an employer pays monthly on the first or last day of the month, the validity of passes processed by him might be for one month from, say, the fifth of the month, to allow time for the new labels to reach the employees. Use of large numerals on the expiration date (whether rubber stamped on the single-month pass or printed on lables) will make this easily enforceable.

There is nothing in the proposed system which would prevent its adoption by a single carrier at any time. Trips involving two or more systems would initially involve the purchase of passes from each of the carriers involved, until a to-be-hoped-for integrated

Advantages

Besides the main purpose of "hiding" presently perceived transit riding costs, advantages include:

- Lower transit fares for some users, who make more than 40 trips per month now.
- More mobility for those who presently hesitate to make additional transit trips because of the marginal costs involved.
- Some modal split change toward transit. For instance, persons now driving to and from work because they plan to make a trip during the day may do all the day's travel by transit.
- Improvement in cash flow for operators, who collect the monthly transportation charge before the service is used. There may also be extra revenues produced from the renewable passes issued during periods which include the user's vacation, if he decides it is not worth the trouble to cancel his standing order while he is away.
- Probably slightly faster passenger loading, though this is not a major benefit. Pass holders would not have to request transfers or "hat checks".

Neutral Effects

Consequences which are probably neither beneficial nor disadvantageous include extra riding by pass holders on short trips which they might have walked. This would almost always occur in off-peak periods when there are no capacity problems and no extra operating costs are involved, except as may be caused by the longer time required to let passengers board and alight.

Disadvantages

Disadvantages must also be recognized. They include:

- Possible loss of revenue to transit carriers.
    1. In the scheme as planned, there will be lost revenue from those pass holders who presently make more than 40 trips per month. This may be negligible in short working months, such as February and December, and, as mentioned above, there may actually be a gain during vacation periods. Note also that it is proposed to base the cost of the passes on the standard single fare. Users of presently discounted transbay fares on A. C. Transit and Golden Gate Transit might produce revenues equal to or slightly greater than the amount they generate now.
    2. There is the [illegible] of the misuse of the [illegible] intolerably high, the enforcement methods may have to be strengthened;

this might include use of photographs on the passes, and/or roving inspectors who assist transit vehicle operators in checking that passes are used as intended. The mere knowledge of the existence of such a corps of inspectors may reduce misuse.

- Difficulties in adapting this scheme to BART, discussed above.
- Expenses of adjusting accounting procedures, establishing sales procedures, and other start-up expenses may be a problem.
- Loss of some data valuable to the transit administrators about the revenues produced by each route on the system. Presently, the cash collected on each route or at each BART station provides such data. Pass holders' riding patterns could only be ascertained by special surveys.

Implementation

Implementation would require modification of the tariff of the carrier who decides to inaugurate monthly passes, and ordinances or other regulations covering the use of such passes. Employee training would be required, and procedures for handling intentional or inadvertent cases of misuse of passes (after expiration date, outside area of validity, by others than the purchaser) would have to be established. Rules would be needed for replacing lost or stolen passes.

Weekly Passes

Either simultaneously with the inauguration of monthly passes or, more likely, after reviewing the experiences of monthly pass introduction, weekly passes should be developed. The principal, and most important reason for weekly passes is that the cost of a monthly pass is out of the reach of many transit users who could afford to invest in one week's transit fares at at time. In form these would be identical to monthly passes, but only the single-week pass would be produced. Renewable weekly passes would probably be unfeasible because of the administrative work involved. Weekly passes would be priced at 25% of the cost of the monthly pass. Only the 7-day type would be used; there is little advantage in offering the 5-day pass, since transit systems can easily handle additional weekend trips generated by the use of passes.

Miscellaneous

It is desirable that all forms of passes be available for purchase at banks, just as BART tickets for children and senior citizens are now handled. Those schools which now sell bus tickets to their students would also sell passes. Besides the payroll deduction scheme, employees might also bargain to get transit passes paid by their employers, if these employers now give free parking to those who drive to work. (Some employers

may be reluctant at present to do so because the only available forms for such payment — cash or transferable tickets — do not assure that the fringe benefit is used as intended.)

Additional thought needs to be given to the marketability of these passes. It is quite likely, for example, that they will not appeal to commuters on Golden Gate Transit if the price is set as suggested above. Almost all these commuters work in San Francisco; if they wish to make extra trips during the work day, this would be via Muni, on which the pass in its initial form would not be valid. Their use in the evenings or on weekends at their residential location would be unlikely, because of the limited service at those times. In this case, therefore, passes might have to be priced at 40 times the "convenience ticket" rate rather than single-ride rate (e.g.: $50 instead of $60 for validity between San Francisco and Santa Rosa). However, if the regional tariff system is established and such a pass is valid throughout San Francisco, on the Muni and BART as well as on Golden Gate Transit, the $60 charge will be more appropriate.

Summary

- Transit systems would sell passes valid for unlimited riding within the entire system, within existing fare zones, or, in the case of BART, between stations for which the single fare is a specified amount or less, for one month from the date of issue. Later, passes valid for seven days would also be sold.
- The cost of monthly passes would be 40 times the fare for a single trip, that of a weekly pass 10 times the fare of a single trip.
- Besides passes which expire at the end of their period of validity, a monthly renewable pass would be available, with payment made by payroll withholding, automatic previously-agreed-upon charges to a credit card account, or in response to monthly billing. Cash transactions could be made at banks as well as at offices of the transit system, and, in the case of children passes, at schools.
- Initially, each transit system would have its own system of passes. Eventually, passes valid for use on any carrier operating within the zone of validity would be introduced.

Wolfgang S. Homburger
December 18, 1973

FURTHER INFORMATION ON TRANSIT PASSES

Since sending you a draft discussion on possible introduction of transit passes in the Bay Area, dated Dec. 18, I have come across information of their actual use in Los Angeles by SCRTD and in San Diego by SDTC:

	SCRTD	SDTC
Price of basic monthly pass	$12	$10
Basic fare	30¢	25¢
Ratio of cost of pass to basic fare	40 : 1	40 : 1
Senior Citizen pass	$9	None
Extra charge for additional zones	$3.50	None
Approximate passes sold per month	51,500	6,400
Approximate rides per pass per month . .	50	80
Approximate total rides per month by pass	2,500,000	514,000
Approximate total passengers per month . .	15,000,000	2,500,000
Approximate proportion of rides by pass . .	17%	20%

In both cities passes are transferable. It is felt that little revenue is lost because of this, since each pass can be in the possession of only one person at any time. In both cities pass validity coincides with the calendar month. In San Diego, those wishing to buy a pass on or after the 15th of a month for the remainder of that month may do so for $5.

In view of these data, I am inclined to withdraw the suggestion that passes need to be non-transferable. But I continue to advocate that they may become valid on any day of the month and expire on the corresponding day of the following month.

The general satisfaction expresses by the officials who gave me this information about the success they have had adds to my belief that the idea deserves thorough discussion in the Bay Area.

W. S. Homburger
December 19, 1973

HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: February 13, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

Approximately one year after shutting down the aqueduct to conduct a thorough flushing of the Foothill Tunnel, the aqueduct was again shut down on January 28, 1974 so that a follow-up flushing of the tunnel could be conducted to insure that the quality of the water delivery will remain high. The original flushing was quite successful in eliminating the majority of the troublesome fine sand that had been carried down to the Water Department at times and it is hoped that this final flushing will eliminate it.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Feb. 1, 1974	Per Cent of Capacity	Storage in Acre Feet on Feb. 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	199,048	55	97,336	27
Lake Lloyd	268,800	150,773	56	19,100	7
Lake Eleanor	27,100	5,682	21	3,916	14
	656,300	355,503	54	120,352	48

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was decreased from approximately 234 to 84 mgd on January 10, 1974 and further decreased from 84 to 0 mgd on January 28, 1974 preparatory to the flushing operation.

Power Production

During the month of January, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 47.390, 89.093 and 33.003 million kilowatthours respectively for a total of 169.486 million kilowatthours, having a value in excess of $1,185,000.

HETCH HETCHY ENGINEERING

HH-491 Fillmore Street - Hayes to Bush - Underground Power Facilities. Plans and specifications are near completion for undergrounding of feeder cables in Fillmore St.

HH-492 Market Street 7th Street to 8th Street Underground Duct System. Plans and specifications are being finalized for the installation of underground ducts and manholes. The contract will be advertised in February.

HH-493 19th Avenue and Muni Right-of-Way - Junipero Serra Blvd. to St. Francis Circle Underground Duct System. Plans and specifications are being finalized for the installation of underground feeders, ducts and manholes. Awaiting encroachment permits from the State of California Division of Highways. The contract will be advertised in February.

Capitalization Study for Kirkwood and Moccasin Power Plants. A cost breakdown has been initiated to determine costs assigned to various accounts for capitalization of projects.

Undergrounding Feeders for Streetcars and Trolley Buses. Planning, design and studies are being conducted for undergrounding of feeders, ducts and manholes throughout the City.

Muni Trolley Pole Rehabilitation and Replacement Program. Field surveys being continued as time permits, to compile data for replacement and repair program. Contract plans and specifications for replacement, repair and painting steel trolley poles for this fiscal year will be started soon.

Power Improvement Program

A Notice to Proceed, effective January 14, 1974, with the engineering design services for the Electrification Project, was issued to PBQ&D, Inc. and Gibbs & Hill, Inc. (PBGH). The professional services agreement with Bechtel, Inc. for the Substation Project design was certified by the Controller on January 10, 1974. A Notice to Proceed, effective January 23, 1974, was issued. Meetings were held with PBGH and with Bechtel regarding preliminary design items. Negotiations continued with Systems Control, Inc. for the Control and Communications Design Package.

The bid documents for the purchase of the transit power substation equipment were completed by the City Purchaser and were sent to UMTA on January 24, 1974 for approval. The Purchaser advertised for bids to be received on March 1, 1974.

Meetings were held with City Real Estate Department and P.G.& E. regarding possible joint use of P.G.& E. Randolph substation site, and with City Planning Department and Bechtel, Inc. regarding the Laguna Honda and Carl Substations. All other substation sites are included in a negative impact declaration filed with the County Clerk and advertised January 18, 1974, by City Planning Department.

Work continued on plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations.

Conferences were attended with members of the TIP staff and their consultant, IECO, regarding design details and electric services for the San Jose Substation, which is being included in the design of the Muni Metro Rail Center.

Conferences were held with P.G.& E. regarding the 12 KV services for the various new and existing substation.

Transit Power Engineering

Miscellaneous design engineering in conjunction with existing DPW Market Street Reconstruction Contract No. 3 was completed, resolving conflicts between transit power facilities and new tree planting.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remark
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Waiting authorization from bonding company to send operators back to factory for repair.
HH-467	Holm Powerhouse Penstock Protection	145,855	0	100	100	Contractor does not agree with the modification of contract. Moccasin office is checking final quantities.
HH-470	O'Shaughnessy Dam Replace D-C Switchboard	4,320	1	100	73	Contract accepted and final payment authorized by PUC on January 22, 1974.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	0	0	16	Contractor notified to proceed on January 6, 1974. Awaiting material delivery.
HH-475	San Joaquin Pipelines Encasement at Highway 99	181,111	19	62	58	Placing concrete for pipe encasement.
HH-476	Moccasin-Newark Transmission Line Relocate Towers at Highway 99	37,800	0	100	65	Contract accepted and final payment authorized by PUC on January 22, 1974.
HH-478 (Informal)	Moccasin & Red Mountain Bar Insulate Metal Buildings	3,023	0	0	16	Contractor notified to proceed on January 21, 1974.
HH-481	Moccasin House - Ceiling Insulation	6,230				Awaiting Contractor's submittal of proper insurance certificates.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-485C	Moccasin-Newark Transmission Line -Paint Steel Towers	$ 31,755	0	100	60	Contract accepted and final payment authorized by PUC on January 22, 1974.
HH-487 (Informal)	Moccasin Carpenter Shop - Reconstruct Sawdust Collection System	1,957	0	0	65	Contractor plans to start work on January 28, 1974.
HH-488	Installation of San Jose Avenue Storage Track	10,800	22	22	48	Contractor notified to proceed on January 14, 1974. Installation of trolley poles mostly complete.
M/TID HH-5	River Road	111,900	8	45	100	Contractor continues with clearing, fencing and grading roadway.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0024	Van Ness Street Station	1	100	All work completed. Subject to final approval.
1S0032	Church Street Station	0	38	Routine maintenance and new conduit in subway.
1S0033	Castro Street Station	0	38	Routine maintenance and new conduit in subway.
1S3022	Civic Center Mezzanine Extension	0	99	Awaiting correction of conduit bank in Manhole 98.
1S3051	Embarcadero Mezzanine	0	30	Routine maintenance.
1S3026	Civic Center Station Entrance No. 3	0	20	Routine maintenance.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STTEET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	50	Routine maintenance.
2	Front to Fifth	0	30	Routine maintenance.
2A	Stuart to Spear	0	100	All work completed. Subject to approval.
2B	Fremont to First	0	0	Pre-Contract Conference was held on January 30, 1974.
3	Eight to McCoppin	0	5	Hetch Hetchy engineers completed preliminary duct bank relocation drawings.
4	Grant to Stockton	1	1	Contract awarded to Homer J. Olsen, Inc. Contractor removed Path-of-Gold pole on Market Street.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS January 31, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1522	Building for Experimental Water Treatment Micro-strainer near Sunol, Calif.	$ 15,391.85	$ 12,625.33	91	100		Waiting for circuit breaker.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,614,810.00	2,101,807.22	56	69	85	Delayed by rain. Work is now progressing at below normal rate due to excessive rainfall.
WD-1594	Laying of 16" D.I. Main in Judah and Irving Streets	175,674.00	90,555.84	94	74		
WD-1600	Construction of Centralized Data Acquisition & Control System for C.D.D.	322,905.00	38,472.00	13	83	166 c.d.	Contractor lost most of his key personnel on this project due to ill health & resignations. He has also had great difficulty obtaining delivery on equipment. He expects to make up part of the delay when equipment arrives.
WD-1619	Laying 16" D.I. & 12" Steel Mains in Turk & Filbert Sts.	205,487.00	12,901.46	10	60	26	Waiting for fittings to be supplied by SFWD.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

January 31, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED		WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
				Actual	Scheduled		
WD-1631	Laying 8" D.I. Main in Broadway, Battery, Filbert and Sansome Streets	$ 73,856.00	$ 16,409.56	82	100	9	Inclement weather.
WD-1636	Cement Mortar Lining 16", 20", 22" & 24" Pipe in Battery, Sansome, Scott & Other Streets	324,140.00	0	0	14	8	Contractor late in starting.

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1625	Excavation and Repaving for Water Service Trenches	January 29, 1974
WD-1633	Laying 8" D. I. Main in California, 3rd to 6th Aves.	January 31, 1974

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

February 26, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Oliver M. Rousseau, Joseph J. Diviny, Henry E. Berman

The minutes of the regular meeting of the Commission held February 13, 1974 were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0067 H Completion of HH Contract No. 467 and approving execution of agreement of non-prejudice re work under dispute

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0068 H Approval of Department of Public Works' proposal for street lighting on Rivera Street

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0069 H Approval of Department of Public Works' proposal for street lighting in Silver Terrace Area

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was dopted:

74-0070 H Approving collections of damage claims by Bureau of Light, Heat and Power

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0071 H Declaration of Emergency - San Joaquin Pipeline No. 3 Leak

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0072 W Bid Call, WD Contract No. 1641 - Laying of 6-Inch and 8-Inch Ductile Iron Mains in Filbert, Mason, Union and Powell Streets

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0073 W Substitution of Subcontractor, WD Contract No. 1510 - Construction of Sunol Valley Water Filtration Plant Englargement, to substitute, at no cost to City, C. E. Toland and Son in lieu of Baker Metal Products.

Vote: Ayes-Flynn, Byrne, Rousseau, Dviiny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0074 W Award of WD Contract No. 1628 - Excavation and Repaving for Water Service Trenches, to Bepco Oakland - Amount, $98,000.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0075 W Write-off of accounts receivable, December 1973

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was approved as amended:

74-0076 W Supplemental Appropriation - $161,679 Operational Necessities

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0077 M Routing change - Line No. 77 Brotherhood Way

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0078 M — Supplemental Appropriation - $390,000 Holiday Pay and Diesel Fuel

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0079 M — Approving compromise settlements and collections of damage claims - January 1974

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0080 M — Claim for funds available under SB 325, Fiscal Year 1974-1975

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny seconded by Berman, the following resolution was adopted:

74-0081 M — Approving payment of claims - Municipal Railway Month of January 1974

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0082 GO — Supplemental Budget, 1974-1975 Fiscal Year

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0067-MR — Approving payment of claims against the Municipal Railway - Total amount $56,306.85

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

Resolution No. 74-0071--Declaring the existence of emergency to repair leak in San Joaquin Pipeline No. 3 at Station 343, East of Oakdale.

Oral L. Moore, Hetch Hetchy Project General Manager, said the serious leak had undermined several pipe sections with some structural damage to the pipe lining. Repairs will cost an estimated $30,000. Damaged pipe sections have been deactivated. Replacement pipe sections will be received in about two weeks.

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Resolution No. 74-0073--Approving the substitution of sub-contractor for miscellaneous metal work on WD Contract No. 1510--Sunol Valley Water Filtration Plant Enlargement.

H. Christopher Medbery, Water Department Assistant General Manager, said Dan Caputo Company, prime contractor, requested permission on February 8, 1974, to substitute C. E. Toland and Son in lieu of Baker Metal Products for the miscellaneous metal work. The original Baker bid was conditioned on the availability of materials. Baker wrote the prime contractor on February 4 that delivery of steel and other metals could not be arranged within the required time, and requested release from the sub-contract work.

Dan Caputo Company agreed to Baker's request and determined that C. E. Toland and Son has sufficient material, is licensed and qualified, and is willing to sign a sub-contract for furnishing and installing miscellaneous metal.

On being assured that the material is equivalent and will comply with specifications, that the City is protected legally, and proper release of the sub-contractor met, the Commission approved the substitution.

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WD Calendar Item No. 5--Award of WD Contract No. 1639--Laying of 6-Inch Ductile Iron Mains in Yale, Amherst and Princeton Streets, between Felton and Silliman Streets, was taken off calendar at the request of the Water Department General Manager and Chief Engineer.

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Resolution No. 74-0076--Water Department Supplemental Appropriation, $161,679 Operational Necessities to Complete the Fiscal Year 1973-74.

Secretary John C. Farrell explained that the amounts as stated in the calendar were amended to provide for an increase in postage from $5,625 to $7,500, inasmuch as the first amount was calculated on the postage increase going into effect April 1, 1974, instead of March 2, 1974. In addition, the claims and judgments appropriation (Fixed Charges) was raised $4,000 from $26,450 to $30,450.

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Resolution No. 74-0077--Approving rerouting of Line No. 77-Brotherhood Way via 20th Avenue in lieu of 19th Avenue between Eucalyptus and Winston, effective as soon as practicable.

John M. Woods, Municipal Railway General Manager, explained that this change would provide shelter for senior citizen patrons at the Emporium Stonestown stop during windy and inclement weather. The line was established in November, 1971, to serve Montefiore Senior Citizens Center and other establishments on Brotherhood Way. It is operated during church hours on Fridays and Sundays. Mrs. Sidney Lancer of the Montefiore Center requested the rerouting. Mr. Woods said this would not adversely affect operation of the line, and no additional cost is involved.

Abandonment of service on Line 77 northbound and southbound on 19th Avenue between Winston and Eucalyptus is subject to Board of Supervisors approval.

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Resolution No. 74-0078--Municipal Railway Supplement Appropriation, $34,000 Holiday Pay, and $356,000 Fuel, Illuminants, Lubricants to complete Fiscal Year 1974-75.

The Commission discussed the effect of the current energy crisis on the fuel cost and the increase in ridership.

Mr. Woods reported that the cost of fuel increased from $.1331 per gallon on July 1, 1973 to $.241 per gallon on February 8, 1974.

The impact of BART notwithstanding revenues have increased significantly, Mr. Woods reported. Saturday and Sunday collections have increased about $3,500. He estimated that overall patronage has increased 2.8 percent, and noted that the nationwide increase averages about 1.8 percent.

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Resolution No. 74-0080--Approving the filing of a claim with Metropolitan Transportation Commission for funds anticipated to be available to the CCSF under the Transportation Development Act of 1971 (SB 325) for mass transportation during Fiscal Year 1974-75.

Dr. John M. Christensen, Assistant General Manager-Finance, explained the item. The City Controller conservatively estimates that there will be $6.7 million available to San Francisco from these gas tax funds for the Fiscal Year 1974-75. However, Dr. Christensen said other acceptable estimates indicate that this is on the low side, and the figure has been escalated to $7.5 million in order not to underestimate any availabilities.

There are five claimants eligible for allocation of funds accruing to San Francisco:

1. A portion will be deducted for planning and administration expenses of MTC (last year this amounted to $300,000).
2. Four transit agencies operating within the San Francisco County boundaries
    a. San Francisco Municipal Railway
    b. Golden Gate Bridge and Transportation District
    c. Alameda-Contra Costa Transit District
    d. Bay Area Rapid Transit District (BARTD)

MTC procedures require that where there are overlapping claimant jurisdictions within the county boundaries, an equitable allocation be developed based on the service made available to the people in the communities.

Negotiations are being conducted to reach an agreement upon the share of funds available.

Dr. Christensen said this year City's claim is for $7,129,000. This is exclusive of what San Francisco probably will have to agree to with MTC, A/C, and Golden Gate Transit.

San Francisco also has adopted the policy in its claims against the surrounding counties that they should participate in transfer arrangements because their citizens are riding on Muni vehicles. Based on that approach City has developed a claim of $3,855,064 against the surrounding counties against the monies they will receive from their share of the MTC tax funds.

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Following explanation by Dr. Christensen, the Commission approved supplemental budget estimates for Fiscal Year 1974-75 for departments under jurisdiction of the Public Utilities Commission, and approved adjustment of permanent salaries accounts in accordance with provisions of the 1974-75 Salary Standardization Ordinance:

Hetch Hetchy Project	$ 65,142
Bureau of Light, Heat & Power	2,485
Water Department	214,673
Municipal Railway	1,800,861
General Office	750
TOTAL	$2,083,911

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Communications:

The Secretary read a communication from Sister Mercedes of the Carmelite Monastery, Berkeley, thanking the Commission for its Resolution No. 74-0024, adopted in memory of her father John P. Degnan, M. D.

General Manager of Public Utilities Calendar Items:

Mr. Crowley reported on the meeting of the Executive Conference of the American Transit Association, which he attended in Phoenix.

The successful bidder for the government-funded (UMTA) Kinetic Energy Project for San Francisco Municipal Railway has been approved and will be announced shortly.

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James H. Leonard, Assistant to the General Manager, reported that the second group of 10 Muni transit line schedules has been received from the printer for distribution. The third group is almost ready for printing, and composition of a fourth group is underway.

The Muni Man of the Month ceremony will be conducted at Ocean Division on Thursday, February 28 at 9:30 a.m. The award will be given to operator Dan W. Frazier.

Roll Call:

At Commissioner Rousseau's request, Mr. Woods commented in more detail on the increase of transit ridership as a result of the fuel crisis.

THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0067

WHEREAS, work under Hetch Hetchy Contract No. 467, Holm Powerhouse Penstock Protection, has been completed by National Bridge Co., Contractor; and

WHEREAS, there is a dispute as to final payment for work performed under unit price Item No. 5, Gunite Lining for Trench Slope, for which Contractor claims additional payment; and

WHEREAS, the City Attorney's office has recommended payment of all sums admitted by City to be due on said contract and not in dispute; and

WHEREAS, it is the desire of the Contractor and the City that said payment be made without prejudice to the rights of either party in connection with the above-mentioned dispute.

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby approves all of the terms and conditions of that certain agreement between the City and County of San Francisco, acting by and through its Public Utilities Commission, and National Bridge Co., a copy of which is on file in the office of this Commission, and authorizes the General Manager of Public Utilities to execute said agreement on behalf of this Commission and the City and County of San Francisco.

BE IT FURTHER RESOLVED, that this Commission accepts the work performed under Hetch Hetchy Contract No. 467, Holm Powerhouse Penstock Protection, as satisfactorily completed; allows 17 calendar days of unavoidable delay, 10 calendar days of which were due to adverse weather conditions, 4 calendar days of which were due to Granite Fire, and 3 calendar days of which were due to additional work; approves a debit Modification of Contract in the amount of $14,581.50, and approves final payment in the amount of $29,185.00 in favor of the Contractor, National Bridge Company.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0068

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing two mercury vapor street lights on Rivera Street between 14th and Funston Avenues as depicted in their Drawing SEL-4966; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for lighting Rivera Street between 14th and Funston Avenues with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEB [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0069

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 17 mercury vapor street lights in the Silver Terrace Area as depicted in their Drawing A-38,642; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting the Silver Terrace Area with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0070

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections and damage claims which the Department has against miscellaneous debtors made during the month of January 1974.

Bureau of Light, Heat and Power	$3,263.83
Bureau of Delinquent Revenue	2,551.28
	$5,815.11

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEB [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0071

WHEREAS, A leak has developed in San Joaquin Pipeline No. 3; and

WHEREAS, This leak has resulted in damage to several adjacent sections of pipe; and

WHEREAS, The capacity of this pipeline will be needed to meet the demands for water in the next few months; now, therefore, be it

RESOLVED, That this Commission hereby declares the existence of an emergency in accordance with Section 6.30 of the Administrative Code and authorizes repair of the pipeline in the most expeditious manner; and be it further

RESOLVED, That the Controller is requested to transfer funds in the amount of $30,000 from Appropriation 3.757.000.000, Additions and Betterments, Unallocated, to Appropriation 3.756.713.000, Emergency Repairs, San Joaquin Pipeline No. 3.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0022

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1641--Laying of 6-Inch and 8-Inch Ductile Iron Mains In Filbert, Mason, Union and Powell Streets

and, be it further

RESOLVED, That this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0073

WHEREAS, the City and County of San Francisco, acting through this Commission, has awarded Water Department Contract No. 1510 for Construction of Sunol Valley Water Filtration Plant Enlargement to Dan Caputo Co., pursuant to which award said parties have entered into and executed the subject contract, and

WHEREAS, Dan Caputo Co. has by letter dated February 8, 1974 and pursuant to the provisions of subject contract requested the following substitution of subcontractors at no extra cost to the City:

> Withdrawal of Baker Metal Products and substitution of C. E. Toland and Son for all the Miscellaneous Metal work on the contract, and

WHEREAS, Baker Metal Products has found that it does not have on hand the materials required for this contract and cannot get firm delivery dates on orders for the materials, and

WHEREAS, retention of Baker Metal Products as subcontractor would jeopardize the time schedule of the contract, and

WHEREAS, C. E. Toland and Son is fully qualified to do the required miscellaneous metal work, and is licensed under classes C23, C43 and C51 by the State of California to do miscellaneous metal work

NOW, THEREFORE, BE IT RESOLVED that this Commission hereby approves the request of Dan Caputo Co., General Contractor, to substitute C. E. Toland and Son for Baker Metal Products as subcontractor to do all the miscellaneous metal work required under Water Department Contract No. 1510.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0074

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1628 - Excavation and Repaving For Water Service Trenches - to Bepco, Inc., in the amount of $98,000.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0075

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of December 1973, in the amount of $3,096.28 per San Francisco Water Department list of December 31, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0076

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department for fiscal year 1973-1974 in the amount of $161,679 from Account 1990 - Unappropriated Balance of Funds to:

Appropriation	3.745.200.000	- Contractual Services	$37,500
"	3.745.300.000	- Materials and Supplies	30,500
"	3.745.800.000	- Fixed Charges	93,679

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0077

WHEREAS, Requests have been received to reroute Line No. 77 Brotherhood Way via 20th Avenue in lieu of 19th Avenue between Eucalyptus and Winston; and

WHEREAS, This reroute would provide greater convenience to our patrons by affording them improved shelter from inclement weather; and

WHEREAS, The change in routing would not adversely affect patrons currently using this service; now, therefore, be it

RESOLVED, That this Commission authorizes rerouting of Line No. 77 as soon as practicable; and, be it

FURTHER RESOLVED, That this Commission authorize the abandonment of service on Line No. 77 northbound and southbound on 19th Avenue between Winston and Eucalyptus and hereby directs the General Manager of Public Utilities to submit these abandonments to the Board of Supervisors; and, be it

FURTHER RESOLVED, That upon approval of the abandonment the staff of the Municipal Railway be authorized and directed to:

1. Reroute the Line No. 77 from West Portal Avenue and Sloat Boulevard via West Portal Avenue, 15th, Portola, Junipero Serra, Eucalyptus, 20th, Winston, 19th, Crespi, Gonzalez, Font, Juan Bautista, Font, Arballo, Higuera, Lake Merced Boulevard, Brotherhood Way to Thomas More.
2. Return Brotherhood Way, Lake Merced Boulevard, Higuera, Arballo, Font, Gonzalez, Crespi, 19th, Winston, 20th, Eucalyptus, Junipero Serra to West Portal Avenue at Sloat.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0078

WHEREAS, This Commission recognizes the financial crisis of the City and County of San Francisco, and

WHEREAS, There exists a National Energy Crisis in which public transportation is vital in solving this crisis there are certain funds needed for ordinary and necessary purposes to maintain the current level of Municipal Railway performance and services through the current Fiscal Year 1973-1974, therefore be it

RESOLVED, That this commission requests the Mayor's recommendation to the Board of Supervisors for approval of the Municipal Railway's request for a supplemental appropriation of $390,000 to the credit of the following appropriations:

3.735.112.000.000	Holiday Pay	$ 34,000
3.735.391.000.000	Fuel, Illuminants, Lubricants	356,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0079

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of January 1973 - total amount billed: $2,174.11; total compromise settlements: $1,373.35 - and approves collections, month of January, 1973, amount of $8,536.99, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of February 1, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0080

WHEREAS, Chapter 1400, Statutes of 1971 of the State of California provides for and makes available transit aid funds to operating transit systems; and

WHEREAS, The Municipal Transit System of the Public Utilities Commission of the City and County of San Francisco is a qualified applicant for such funds as provided by Section 99202 of the Public Utilities Code of the State of California; now therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the required documents and take such other actions as may be necessary to obtain the aforementioned transit aid funds for the benefit and use of the Municipal Transit System of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0081

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $46,453.92, made by the Municipal Railway, month of January, 1974, per Revolving Fund Payment Requests Nos.: 6603, 6623, 6630, 6639 and Request for Warrant Nos.: 73-61, 73-75, 73-76, 73-79, 73-80, 73-82.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 5 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0082

RESOLVED, That the budget estimates for the fiscal year 1974-75 as prepared by the General Manager of Public Utilities Commission, which were approved by Resolution 73-0428 on November 27, 1973, be amended by the amount of supplemental budgets as listed below:

Hetch Hetchy Project	$ 65,142
Bureau of Light, Heat & Power	2,485
Water Department	214,673
Municipal Railway	1,800,861
General Office	750
TOTAL	$2,083,911

and be it further

RESOLVED, That the supplemental budget estimates in the amounts indicated be filed with the Controller in accordance with the provisions of Charter Section 6.200; and be it further

RESOLVED, That the permanent salaries account of the various bureaus and departments of the Public Utilities Commission be adjusted in accordance with provisions of the 1974-75 Salary Standardization Ordinance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0067-MR 2-26-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD	Settlement
Non-litigated Settlements					
Cynthia Timpson	72 C 0311-3 $25,000.00	6-3	2-8-73	A	$ 2,000.00
Michele A. Vigil	72 C 0319-6 $1,750.00	1-3	2-17-73	A	1,750.00
Litigated Settlements - CA Office					
Melvin A. Bartusch	70 C 0544-13 $500,000.00 (Co-deft to pay $37,800)	18-3	6-15-71	A	16,200.00
Marietta Caplan	68 C 0585-2 $25,000.00 (Co-deft to pay same)	6-3	1-31-69	A	1,875.00
Roy Nordgren	69 B 1544-2 $50,000.00	4-3	12-6-69	A	10,000.00
Bonnie Ann Weinberg, now an adult	66 C 0174-3 $25,000.00	1-7	8-25-66	A	1,750.00
Ruby Williams	70 S 0483-28 $150,000.00	6-2	1-14-71	A	16,500.00*
Judgment					
Guy C. Davison and Gloria J. Hultquist	70 C 0363-1 $50,000.00 (Davison) 70 C 0363-2 $50,000.00 (Hultquist)	5-3 5-3	1-30-71 1-30-71	(A $1,733.92) (B $ 382.00) (A $4,115.93)	6,231.85
	($2,000.00 Davison) ($4,000.00 Hultquist) ($ 231.85 joint costs) (plus interest if demanded:-- and approved by City Attorney)				
					$ 56,306.85

*Appro. 3.735.804.999 $16,500.00
Appro. 3.735.804.000 $39,806.85
$56,306.85

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 26, 1974.

John C. Farrell

Secretary and Assistant General Manager

MONTHLY REPORT FOR FEBRUARY 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 98% to 158% of normal as of February 15; Alameda watersheds averaged from 116% to 143% of normal for the same period.

2. Hetch Hetchy water import: An average of 119.3 million gallons per day (MGD) for the month of January.

3. Sunol Valley Filtration Plant treated 54.1 MGD.
   San Andreas Filtration Plant treated 48.3 MGD.

4. Consumption (MGD average):

   January 1974 - 182.0) 10.6 per cent less
   January 1973 - 203.6)

   12 months preceding

   February 1, 1974 - 250.2) 0.4 per cent less
   February 1, 1973 - 251.2)

5. Storage (million gallons) as of February 15:

   Alameda Div.

   1974 - 25,151) 39.2 per cent less
   1973 - 41,354)

   Peninsula Div.

   1974 - 21,806) 0.7 per cent less
   1973 - 21,949)

   Total

   1974 - 46,957) 25.8 per cent less
   1973 - 63,303)

Operations and Maintenance

BARTD

Balboa Station

Stray electrical current from this Station's operations severly corroded 5 feet of 6-inch steel main in Ocean Avenue. Tests are now in progress at other BARTD Stations to determine if stray current is being transmitted to any of our water mains.

West Portal Station

Preliminary specifications and drawings have been received and are being reviewed.

Cleaning of Sutro Reservoir

The East Basin of Sutro Reservoir was returned to service after being drained and cleaned. Draining and cleaning of the West Basin will start in February.

Main Leaks

On January 8, two leaks were repaired on the 30-inch steel main in Howard Street at 4th Street which was caused by relocation work on a sewer main in the Yerba Buena Project area.

On January 31, a leak was repaired on the 24-inch steel main in Clay Street at Presidio Avenue.

Hetch Hetchy Aqueduct

The Hetch Hetchy Aqueduct was shutdown to permit flushing operations on Foothill Tunnel by Hetch Hetchy forces. An inspection of approximately 1600 feet of this tunnel was made on January 29 to assess the placement and amount of sand in the invert of the unlined tunnel sections prior to the operation wich commenced the following day.

Department of Public Works Paving Requirements

Mr. Frye, with Mr. Boyd and Mr. Kelleher, met with Director of Public Works Myron Tatarian and City Engineer Robert Levy on February 6 to discuss revised Department of Public Works specifications for paving over excavations in City streets. Complying with the new and stricter

specifications will increase the cost of this work. A supplemental appropriation request will be submitted to provide the additional funds required to meet the new requirements for the balance of the current fiscal year. The Department also will have to submit a supplemental budget for fiscal year 1974-1975 to comply.

Board of Supervisors Budget Hearing

On February 6, Mr. Frye, Mr. Roche, and Mr. Guetersloh attended a meeting of Board of Supervisors to discuss future procedures for handling the budget. The new Budget and Governmental Efficiency Committee set up by President Feinstein will establish subcommittees - presumably of one member each - review departmental budgets in greater depth than has been done heretofore. This new procedure while requiring greater effort on the part of the Department could be a sounder approach on the part of the Board in reaching its final decision on the budget.

Short Term Lease for School District Use

Mr. Larry Jacobson, representing the School District, came in on February 14 to discuss the temporary use of surplus Water Department land at Felton and Bowdoin, adjacent to University Mound Reservoir. The District would like to use this two-acre plot for a period of approximately three years as a temporary school site while performing construction work on nearby schools to bring them up to present day seismic standards. Mr. Jacobson is to contact the Director of Property, who will work with this Department to effectuate the necessary lease.

Water Sales

Total Collections

January 1974	January 1973	Decrease
$1,885,529	$2,028,749	$143,220

Net Paying Sales

Fiscal Year 1973-1974 to January 31	Fiscal Year 1972-1973 to January 31	Increase
$15,461,143	$15,124,758	$336,385

Leases and Permits

Rents for the month of December included:

Santa Clara Sand and Gravel	$2,185.66
Crystal Springs Golf Course	4,005.65

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 25 vehicles.

Vehicular Accidents

During the month of January there were 6 accidents, in 4 of which the Department driver was at fault. Our frequency rate for all accidents was 30.58 per million miles while driving 196,227 miles.

Industrial Accidents

There were 6 lost time injuries in January. There are a total of 6 for the calendar year.

Service Renewals

	January 1974	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	285	1,774

Meter Repairs

	January 1974	Fiscal Year 1973-1974
CDD - all sizes	369	2,530
Peninsula (inspected and repaired as needed)	18	75
Contract Program 1, 1-1/2, and 2-inch	0	71

Flushing

Area flushing was not scheduled for the month due to the training of a newly promoted Gateman.

	January 1974	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	0	0
Number of individual flushings to correct objectionable conditions	17	125

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

March 12, 1974

COMMISSIONERS

H. Welton Flynn, President
Joseph P. Byrne, Vice President
Oliver M. Rousseau
Joseph J. Diviny
Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley
GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell
SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Henry E. Berman

Absent: Commissioners Oliver M. Rousseau, Joseph P. Diviny

The minutes of the regular meeting of the Commission held February 26, 1974, were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0083 H Bid Call, HH Contract No. 495--Road Repairs, Highway 120 to Cherry Dam

Vote: Ayes-Flynn, Byrne, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0084 H Bid Call, HH Contract No. 486--Jones Point to Mather Road, Seal Coat

Vote: Ayes-Flynn, Byrne, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0085 H Power Improvement Program--Laguna Honda Substation: Petitioning the Mayor for jurisdictional transfer of property from the Laguna Honda Hospital to Hetch Hetchy Water and Power for the purpose of erecting a new Electrical Substation

Vote: Ayes-Flynn, Byrne, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0086 H Approval of Department of Public Works proposal for street lighting on Turk Street

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0087 W Bid Call, WD Contract No. 1629--Excavation and Repaving for Water Service Trenches

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0088 W Modification of WD Contract No. 1620-Repaving of Street and Sidewalk Openings for San Francisco Water Department for Fiscal Year Ending June 30, 1974; Pacific Pavements Co., Ltd., contractor

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0089 W Write-off of Accounts Receivable, January 1974

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0090 W Approving Collection of Claims for Damages - February 1974

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0091 W Bid Call, WD Contract No. 1630-Excavation and Repaving for Water Service Trenches

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0092 W Bid Call, WD Contract No. 1637--Cement Mortar on Baden Merced Pipeline between San Pedro Road, Daly City and Brotherhood Way

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0093 W Bid Call, WD Contract No. 1638--Laying of 6-Inch and 8-Inch Ductile Iron Mains in Jackson, Kearny and Filbert Streets

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0094 W Bid Call, WD Contract No. 1645--Protective Relays for San Andreas Water Filtration Plant, Electrical System

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0095 W Award of WD Contract No. 1639--Laying of 6-Inch Ductile Iron Mains in Yale, Amherst and Princeton Streets between Felton and Silliman Streets, to MGM Construction Co. of Concord - Amount, $20,674 (net)

Vote: Ayes-Flynn, Byrne, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0096 M Bid Call (Transit Improvement Program)
MR Contract 611--Victorian Park-Cable Car Boarding Facilities

Vote: Ayes-Flynn, Byrne, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0097 M Award of MR Contract No. 704--Presidio Bus Yard New Trolley Bus Washer, to MPH Inc., of Santa Rosa - Amount, $35,401 lump sum

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0098 M Request for immediate filling of vacated position 9186 General Manager, Municipal Transit System

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0099 M Bid Call, MR. Contract No. 708--Potrero Bus Yard, New Trolley Bus Washer

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0100 M Award of MR Contract No. 706--Embarcadero Plaza, Municipal Railway Rest Rooms, to Transwestern Construction, Inc. of San Francisco - Lump sum amount $33,306 (Base Bid). Alternate A included

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0101 GO All Utility Departments - Annual Depreciation Expense 1972-1973

Vote: Ayes-Flynn, Byrne, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0083-MR Approving payment of Claims - Total amount $45,841.56

Vote: Ayes-Flynn, Byrne, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 74-0095--Awarding WD Contract No. 1639--Laying 6-inch ductile iron mains in Yale and other streets, to M.G.M. Construction Company.

Arthur H. Frye, Jr., Water Department General Manager and Chief Engineer, explained that this item was taken off calendar February 2 1974, to review previously awarded contract (WD 1619) to M.G.M. Construction Company which resulted in filing of a routine claim--which would have no effect on the award of Contract WD 1639.

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Resolution No. 74-0096--Authorizing Bid Call for MR Contract No.611--Victorian Park-Cable Car Boarding Facilities.

Rino Bei, Program Manager, Transit Improvement Program, described the work to be performed under this contract, consisting of construction of a covered structure with railing and gates for orderly passenger boarding and fare collection. The completion time is sixty calendar days. The facilities are scheduled to be in operation by the end of June.

******

Following discussion on Resolution No. 74-0097--Awarding MR Contract No. 704, Mr. Crowley asked Dr. John M. Christensen, Jr., Assistant General Manager-Finance, to explain actions by the Mayor and Board of Supervisors to freeze unencumbered monies budgeted for all City Departments for betterments and improvements, and rehabilitation and replacements.

Dr. Christensen said an estimated shortage of funds anticipated in fiscal year 1974-1975 has forced the Board of Supervisor's Budget and Governmental Efficiency Committee to review all capital appropriations this year in order to insure that nothing is further expended that could possibly be delayed or eliminated, thus allowing those funds to be available for next year. The idea is to rescind some of the revenue-sharing appropriations and reappropriate to higher priority items. The directive and resolution now before the Board is for approval to freeze these monies for the balance of the year.

A meeting will be held next Thursday in the Controller's Office to consider the Committee's recommendations. Mr. Cooper has advised that he will recommend that the Utilities be exempted.

The Commission discussed the problems such an action by the Board of Supervisors would create for the Municipal Railway's improvement program and its contracts with the Federal government for assistance through the grant program.

Utilities General Counsel William F. Bourne said the legal issue is if the Board of Supervisors has the power to disappropriate funds where the City has already signed and entered into agreements with the Federal government which have been reviewed and agreed to by the Board of Supervisors.

Commissioner Berman asked if a letter from the City Attorney to the Board would facilitate the handling of the matter.

Mr. Bourne advised that the Commission should wait until the Thursday meeting has been held to determine whether a formal request to the City Attorney should be initiated for a legal opinion regarding the Utilities position in this matter.

******

Resolution No. 74-0098--Request for immediate filling of vacated position 9186 General Manager, Municipal Transit System.

Mr. Crowley said that effective May 1, 1974, General Manager John M. Woods is retiring. Because of the magnitude of the authority and responsibility of the position for the efficient operation of the Muni, it is extremely important that the position be filled immediately.

Mr. Woods has accumulated unused sick leave credit of 130 days. Pursuant to the provisions of the Charter, approval and a new allocation of funds must be secured from the Board of Supervisors to pay for a replacement during the period a retiring incumbent is receiving compensation in lieu of unused sick leave credits.

******

Communications:

Secretary John C. Farrell announced that the Board of Supervisors approved the Municipal Railway request for revision of the Municipal Railway rate schedule in order to permit the issuance of an $11.00 Monthly Pass. After a 60-day trial period, a report will be sub-

mitted comparing the various aspects of a $10.00 and $11.00 Monthly Pass.

******

General Manager of Public Utilities Calendar Items:

Mr. Crowley reported that James H. Leonard, Assistant to General Manager, is working with the Muni staff on the details of publicizing and promoting the experimental $11.00 monthly ticket for unlimited rides, which has been dubbed Muni's new "FAST-PASS". It is hoped to have the ticket ready for sale throughout the City by mid-April.

******

Mr. Crowley said that on March 8, 1974, he issued a memorandum announcing that upon the departure of John M. Woods, Oral L. Moore will be Acting General Manager of the Municipal Railway during an interim period while a permanent replacement for Mr. Woods is being selected.

Mr. Moore will be Acting General Manager of Muni in addition to his regular duties as General Manager of Hetch Hetchy.

******

Mr. Crowley reported on the effect of the strike by City and school district employees on the Utilities operations.

The Municipal Railway has been completely shut down by picketing since last Friday, March 8, 1974. However details have been so organized that as soon as word has been received that the strike has been settled and an agreement reached, the buses can start rolling within six hours, and the system can be fully operational within 24 hours.

******

Roll Call:

All Commissioners pass.

THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0083

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 495

Road Repair

Highway 120 to Cherry Dam

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1(c) for repair of existing highways, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0084

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 486
Jones Point to Mather Road
Seal Coat

and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1(c) for repair of existing highways, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 12 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0085

WHEREAS, The Power Improvement Program for Hetch Hetchy Water and Power urgently requires additional land for an electrical substation and underground ducts and cables; and

WHEREAS, The Department of Public Health which has jurisdiction over the Laguna Honda property has offered no objection to a building 30 feet by 80 feet by 16 feet high and for underground duct and cables connecting to the vent shaft over the Twin Peaks Tunnel on the Laguna Honda property in the service area adjacent to and east of the laundry building; now, therefore be it;

RESOLVED, That the General Manager of Public Utilities is empowered to petition the Mayor for jurisdictional transfer of said property to Hetch Hetchy Water and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH [illegible] 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 71-0086

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing six mercury vapor street lights on Turk Street between Gough Street and Van Ness Avenue as depicted in their Drawings SEL-4973, SEL-4974, SEL-4975 and SEL-4976; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Turk Street between Gough Street and Van Ness Avenue with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0387

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1629 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1b as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 12 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0088

RESOLVED, That this Commission hereby requests the Controller's certification of debit Modification No. 1 of Water Department Contract No. 1620, Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1974 in the amount of $17,850.00 for installation of temporary steel covers over trench excavations in City Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 12 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0083

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of January, 1974 in the amount of $2,998.39 per San Francisco Water Department list of January 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR 12 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No: 74-0090

RESOLVED, That this Commission hereby approves collections, month of February 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $290.30 for claims paid in full and $50.00 for partial payments, for a total of $340.30, per list dated February 28, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 1 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0091

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1630 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(b) and Class 2 as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 84-0092

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1637 - Cement Mortar Line Baden Merced Pipeline between San Pedro Road, Daly City and Brotherhood Way

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(d) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 76-0093

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1638 - Laying of 6-Inch and 8-Inch Ductile Iron Main in Jackson, Kearny and Filbert Streets

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1 (b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]-0034

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call and follows:

WD Contract No. 1645 - Furnishing and Installing Protective Relays for San Andreas Water Filtration Plant - Electrical System

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1f as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 84-0095

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1639 - Laying of 6-Inch Ductile Iron Mains in Yale, Amherst and Princeton Streets between Felton and Silliman Streets - to M G M Construction Co. in the net amount of $20,674.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0036

WHEREAS, At present, cable car passengers board the Hyde Street cable car, after the car moves off the terminal turntable at Victorian Park, with considerable congestion; and

WHEREAS, to alleviate the crowded conditions, it is proposed to install a covered structure consisting of railing and turnstiles to provide orderly passenger boarding and efficient fare collecting; and

WHEREAS, The Control Group of the Transit Improvement Program has completed plans and specifications to construct this installation; and

WHEREAS, The City's Art Commission has approved the design of the proposed facilities; and

WHEREAS, THis project has been declared by the City's Planning Department to have a negative effect on the environment under File No. EE 74.20, dated March 8, 1974; and

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved; now, therefore be it

RESOLVED, That this Commission hereby approves said plans and specifications; and therefore, be it further

RESOLVED, That this Commission hereby authorizes advertisement for bids for Contract No. MR-611, Victorian Park-Cable Car Boarding Facilities.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0097

RESOLVED, That this Commission hereby awards to M.P.H., Inc., P.O. Box 1921, Santa Rosa, California, 95403, the lowest responsible bidder for Municipal Railway Contract No. MR-704, Presidio Bus Yard - New Trolley Bus Washer, for the lump sum amount of $35,401.00 (Base Bid plus Alternates A and B), and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0038

WHEREAS, The General Manager, Municipal Transit System is retiring effective May 1, 1974 with unused sick leave credits of one hundred thirty (130) days in which he is entitled compensation, and

WHEREAS, Normally the replacement of an employee receiving compensation in lieu of unused sick leave credits cannot be made until such payment has been recovered from appropriations made for personal services, except where departmental requirements are such said position must be filled immediately, and

WHEREAS, The magnitude of the authority and responsibility of the General Manager, Municipal Transit System as well as the effect his decisions have on the efficient operations of the Muni and the citizens of San Francisco, therefore be it

RESOLVED, That this commission requests the Mayor's recommendation to the Board of Supervisors that this position be filled immediately per Annual Appropriation Ordinance, Section 10 - Item 8.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 12 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0099

RESOLVED, That this Commission approves the plans and specifications and hereby authorizes Bid Call as follows:

Municipal Railway Contract No. MR-708--Potrero Bus Yard, New Trolley Bus Washer,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission April 26, 1973, Class 2.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of MARCH 1

Secretary and Assistant General Mana

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0100

RESOLVED, That this Commission hereby awards to Transwestern Construction, Inc., 850 South Van Ness Avenue, San Francisco, California, 94110, the lowest responsible bidder, for Municipal Railway Contract No. MR-706, Embarcadero Plaza - Municipal Railway Rest Rooms, the lump sum amount of $33,306.00 (Base Bid), and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 12 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0101

RESOLVED, That this Commission, in accordance with the recommendation of the General Manager of Public Utilities, hereby approves the report of Department Managers and establishes in accordance with the provisions of Section 6.407 of the Charter, the amount of reasonable annual depreciation expense for the fiscal year 1972-1973 of the utilities under the jurisdiction of the Commission as follows:

Department	Reasonable Annual Depreciation 1972-1973
Municipal Railway	$2,433,455
Water Department	3,104,822
Hetch Hetchy Project	3,501,544
	$9,039,821

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MA[illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0083-MR 3-12-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Non-litigated Settlements

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Maria Di Pasqua	72 B 2677-1 $100,000.00	39-1+	6-28-73	A	$ 2,400.00
Samuel Hawkins	72 S 0999-3 $25,000.00	1-4	6-21-73	A	2,000.00
Lawrence Thompson, Jr.	73 T 1177-1 $2,929.28	10-3	1-3-74	(A $2,000.00) (B $ 929.28)	2,929.28
Jalil Bajalieh and Samira Bajalieh	72 B 1836-1 $10,000.00 (Jalil)	1-3	3-13-73	(A $3,812.01) (B $ 187.99)	
	72 B 1836-2 $10,000.00 (Samira)	1-3	3-13-73	(A $4,000.00)	8,000.00

Litigated Settlement

RESOLVED, That the portion of Resolution 74-0043-MR adopted 2-13-74, pertaining to the sum of $2,750.00 payable to Marsha Ann Cole, be shown as a LITIGATED instead of a NON-LITIGATED settlement, a complaint having been filed by the claimant's attorney. (EDP data follows.)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Marsha Ann Cole	72 B 1798-2 $50,000.00	21-3	3-8-73	A	

Litigated Settlements - CA Office

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Aram Avakian	71 S 0199-1 $50,000.00	6-2	10-3-71	A	3,612.50
Dora Belle Boyd	70 B 0166-2 $55,000.00 (Co-deft to pay $4,500.00)	15-3	7-25-70	A	2,000.00
Susan Jacobs	71 C 0131-1 $50,000.00	9-6	9-4-71	A	4,000.00
Patrice Racko	69 B 0961-2 $50,000.00	1-3	10-9-69	(A $3,411.90) (B $ 588.10)	4,000.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD	Settlement
Litigated Settlements - CA Office (cont'd)					
Thomas E. Smith and	70 S 0069-1 $25,000.00 (Smith)	6-3	8-2-70	(A $1,750)	
George R. Moore	70 S 0069-3 $20,000.00 (Moore)	6-3	8-2-70	(A $1,500)	
					$ 3,250.00
Merle White	69 B 2876-1 $75,000.00 (Co-deft to pay same)	2-7	5-12-70	A	7,000.00
Judgments					
Robert Lee King II	70 C 0319-1 $50,000.00 (includes $108.98 costs, plus interest if demanded)	5-6	12-31-70	A	3,608.98
Roosevelt Pierson	72 T 1878-9 $5,000.00 (includes $40.80 costs, plus interest if demanded)	1-2	6-13-73	A	3,040.80
					$ 45,841.56

Appro. 3.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 12, 1974.

John C. Farrell

Secretary and Assistant General Manager

3/12

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

FOR DECEMBER 1973

JOHN M. WOODS

General Manager

PUBLIC SERVICE

Muni Man of the Month

Mr. Joseph Howard, of the Potrero Division, is Muni Man of the Month for December. One of his passengers on the Howard Street portion of the 41 Union-Howard line finds in Mr. Howard a person worth emulating in his own dealings with people. It seems that expressions of friendliness and willingness to serve the public bring out the best in the passengers as well as the operators.

Refer to November 1973 report for description of award procedures.

Bids are being received for the first year's series of monthly "Muni Man" interior car cards to honor each month's Muni Man of the Month. Up to now, only the annual "happy holiday greetings" card has been used.

Printed Schedules for Public Distribution

Individual printed schedules for the following lines will be available about the first of February, 1974.

9 Richland
11 Hoffman
15 Third-Kearny
16X Noriega Express
18 Sloat
19 Polk
23 Crescent
24 Divisadero
30X Stockton Express
35 Eureka
61 California
(A cable car line.)

Work has begun on the following schedules.

2 Clement
10 Monterey
25 Bryant
41 Union-Howard
47 Potrero
51 Silver
53 Southern Heights
55 Sacramento

Energy Conservation

We have negotiated for space in the amount of 450 21x44-inch traveling displays on the outside of our coaches for a card relating to the energy crisis and the use of public transit. On the card, which will be in three colors, will be a picture of a tilted gas can and the copy will read "Save 250,000 gallons a day--Ride Muni." This is similar to the idea used by MTA which appeared recently in *Passenger Transport*.

Information to Communications Media

We had a number of contacts with the newspapers and radio and television stations during the past few weeks furnishing information and details on several Muni tie-ups, including the streetcar interruption on Market Street, and the actions of platform personnel in helping passengers in altercations and attempted robberies.

Route Information to the Public

Trial route extensions aren't included in the Muni route brochure. Consequently we are going to use water bill inserts to provide this information. Transit vehicle information displays will also be used. The 28-19 Avenue and 43-Roosevelt lines extensions will be advertised this way.

Recent Distributions of Information Leaflets

One hundred thousand of each of the following leaflets have been distributed. "Frequency of Service on Regular Routes" and "Muni's Mission Shuttle."

TRANSPORTATION

Assistant Division Superintendents

Three Assistant Division Superintendents have been appointed. These people aren't assigned to a specific division but are in charge of all divisions during the time of 5:00 p.m. to 8:00 a.m. every day. They travel to all divisions as necessary to supervise operations. Contact with them can be accomplished by calling Central Control.

Traffic Violations of Operators

A concerted effort is now being made by Muni Inspectors and the Police to make sure that transit operators comply with traffic rules the same as other people who drive in the streets of San Francisco.

Personnel

Mr. Fred Pfeifer retired as Division Superintendent of the Cable Car Division after thirty-four years of service. His successor is Mr. Louis Angeli, who moved up from Transit Schedule Maker.

MANAGEMENT CHANGE

The Muni Railway has welcomed Mr. Merrill R. Cohn, who is our Special Projects Manager. He works in very close liaison with Mr. Rino Bei, the Transit Improvement Program Manager. Mr. Cohn comes from the position of Assistant Project Manager of the City's Transit Task Force.

TRAFFIC AND SCHEDULES

BART Related Service Changes

The changes in the 23-Crescent, 51-Silver, and 53-Southern Heights lines will be made for weekdays only during the ninety-day trial period to begin on February 11, 1974.

The 90-day trial combination of the 25-Bryant and 80-Leavenworth lines will operate every day beginning February 10, 1974.

The above changes have necessitated an interdivisional sign-up between Ocean and Kirkland Division operators, which is scheduled for January 29, 1974.

WAYS AND STRUCTURES

Street Work

The manholes servicing Muni electrical power equipment at Webster and Sutter Streets were reset to grade during the month of December and we expect to complete those at Post and Webster during the first part of January 1974. This was in compliance with a Hetch Hetchy request since the manholes had been covered over by a sheet resurfacing project by the Department of Public Works.

The reason Muni is doing this work is that Hetch Hetchy electricians maintain the Muni electrical system but they don't do the type of work described above.

Track Work

Springs for switches were installed for the crossover on Ocean Avenue and Junipero Serra Boulevard. This was done at the request of Mr. Rino Bei, Project Manager of the Transit Improvement Program, as part of their track relocation and landscaping of the Ocean Avenue turnout at Junipero Serra Boulevard.

ENGINEERING

Closed Circuit Television for Money Room

This proposed monitoring system will assist in closer supervision and discourage pilferage. The estimated cost is $25,000.

Coach Washer

We propose to replace the 20-year old washer in the Presidio Division yard with an automatic one that is estimated to cost $30,000.

Cable Car Machinery

We have a proposal that involves the design, manufacture, and delivery of fourteen cable car machinery sheaves of 8 to 14 feet in diameter. Some will immediately replace worn sheaves, and the remainder will be spares. The estimated cost is $160,000.

Embarcadero Plaza Muni Station

This $27,000 project is for the construction of a single story, concrete block structure at the south end of the Embarcadero Plaza. It will be a comfort station for Muni operators of the twelve lines that have a terminal at this location.

ACCOUNTING AND FINANCE

Revenue and Passengers

1973	Revenue Passengers	Passengers Revenue
July	9,802,200	$2,113,440
August	10,492,080	2,243,690
September	9,562,400	2,046,580
October	10,573,720	2,269,640
November	9,369,370	2,012,850
December	9,310,960	1,993,320

The December 1973 revenue is $52,105 higher than for December 1972

Explanations

Trends are difficult to assess due to a varying number of workdays, holidays, and weekend days in each month. Previous year's data is omitted due to a change in the formula as well as the reason given why trends assessment is difficult.

A formula based on past experience and periodic ridership surveys must be used to determine the number of passengers from the amount of revenue collected. Our fare boxes are not able to record the number of passengers because of the three different fares: 30¢ express, 25¢ limited and local, and 5¢ for school children and senior citizens.

TRANSIT IMPROVEMENT PROGRAM

Tubbs Motor Coach Storage and Maintenance Facilities

On November 9, 1973, five bids were received for Contract No. MR-606, Phase I construction for the new Tubbs Division facility to be constructed at 22nd & Indiana Streets. The low bid, in the amount of $2,529,500, was submitted by Dan Caputo Company. The PUC, at its meeting of November 13, 1973, approved the bid and recommended to the San Francisco Municipal Railway Improvement Corporation that it award the contract to the Caputo firm. Tentative award, subject to sale of bonds, was made on December 26, 1973.

Cable Car Boarding and Fare Collection Installation

On December 17, 1973, the Civic Design Committee of the Art Commission granted Phase I approval for the proposed installation at the north terminal of the Hyde Street cable car line. This installation will provide orderly boarding and fare collection by the utilization of turnstiles. A canopy will be erected over this installation which will be harmonious with its surroundings. A rest room for the cable car operators will be included.

Temporary Track for Toronto PCC Cars

A temporary track has been installed in the upper bus yard at Geneva and San Jose Avenues. This track will be utilized to store the PCC streetcars purchased from the Toronto Transit Commission.

N-Judah Line Rerailing

Contract drawings for rerailing the "N" line on Judah Street between 9th and 19th Avenues have been furnished to the Department of Public Works for inclusion in a DPW contract for street and other improvements in the same area. It was decided to include this work in the DPW contract since sewer work, sidewalk-narrowing, undergrounding feeder cables and street reconstruction is involved; and if these projects were undertaken individually, coordination would be difficult and the area torn up for a considerably longer time. The contract will be advertised in January. Additional information is on Page 2 of the October, 1973 Monthly Report.

K-Ingleside Line Rerailing

Plans and specifications are essentially completed for rerailing the "K" line between St. Francis Circle and Ocean Avenue. Included in this project is undergrounding the feeder cables, installing new trolley wire supports, construction of a new loading platform and landscaping of the right-of-way. Additional information is on Page 2 of the October, 1973 Monthly Report

Sunset Tunnel

Plans and specifications for rerailing the Sunset Tunnel are nearing completion.

Twin Peaks Tunnel

Final plans have been completed for the shutdown of the Twin Peaks Tunnel for rerailing during nighttime hours. The tunnel will be shut down between 10:00 p.m. and 5:30 a.m. to permit the contractor to work unimpaired. This construction procedure will considerably shorten the time necessary to complete the work; 8-9 months will be required instead of 12 months if single-tracking utilizing portable crossovers had been utilized. The contractor will utilize the "M" line right-of-way on 19th Avenue as a marshalling area. Rails, ties, and accessories will be loaded on flatcars and moved into the tunnel. Substitute bus service on the "M" line will be provided until completion of the entire project. An extensive public information program was developed to inform the public of the shutdown and the substitute bus services.

HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: March 12, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

The failure of the Phase B transformer for Unit No. 1 at Kirkwood Powerhouse on January 3, 1974 cut the output of the powerhouse by 45%. The repair of the transformer will take between four and six months depending on delivery of copper. The loss of power and energy during this period amounts to approximately $5,000 per day. In order to reduce this loss to the minimum, Hetch Hetchy has managed to obtain the use of a substitute transformer from PG&E and has temporarily installed it at Kirkwood Powerhouse. The substitute transformer was put into service on February 21, 1974 and has restored the powerhouse to full operation.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Mar. 1, 1974	Per Cent of Capacity	Storage in Acre Feet on Mar. 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	170,116	47	72,564	20
Lake Lloyd	268,800	129,668	48	32,485	12
Lake Eleanor	27,100	2,062	8	2,619	10
	656,300	301,846	46	107,668	16

Water Regulation and Transmission

The flushing operation which began on January 28, 1974 was completed and the delivery of water to the Water Department restored on February 22, 1974 with a flow of approximately 75 mgd. The flow was then increased to approximately 83 mgd on February 28, 1974.

Power Production

During the month of February, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 42.840, 81.063 and 34.269 million kilowatthours respectively for a total of 158.172 million kilowatthours, having a value in excess of $1,105,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Preliminary planning and design for weir and energy dissipator is underway.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being prepared for structure to enclose valves for protection and security against vandalism.

HH-486 Jones Point to Mather Resurface Road. This contract has been completed and is being processed for advertising.

HH-490 Moccasin Spillway Stilling Basin Exploratory Core Drilling. This contract has been completed and is being processed for advertising.

HH-491 Fillmore Street Hayes to Bush-Underground Power Facilities. Plans and specifications are about complete for undergrounding of feeder cables in Fillmore Street and being reviewed preparatory to advertisement.

HH-492 Market Street - 7th Street to 8th Street - Underground Duct System. Contract has been advertised for the installation of underground ducts and manholes. Bids will be received on March 18, 1974.

HH-493 19th Avenue and Muni Right-of-Way - Junipero Serra Blvd. to St. Francis Circle Underground Duct System. Encroachment permits have been received from the State of California Division of Highways. Contract has been advertised. Bids will be received on March 14, 1974.

HH-495 Road Repair Highway 120 to Cherry Dam. This contract has been completed and is being processed for advertising.

San Joaquin Pipeline No. 3 Leak. One section of prestress concrete pipe ruptured on San Joaquin Pipeline No. 3 (78" diameter). The ruptured section will be removed and replaced with a 20' section of steel pipe.

Capitalization Study for Kirkwood and Moccasin Power Plants. The work for a cost breakdown is being completed to determine costs assigned to various accounts for capitalization of projects.

Undergrounding Feeders for Street Cars and Trolley Buses. Planning, design and studies are being continued for undergrounding of feeders, ducts and manholes throughout the City.

Muni Trolley Pole Rehabilitation and Replacement Program. Field surveys being continued to compile data for replacement and repair program. Contract for replacement, repair and painting steel trolley poles will be started when funds become available.

POWER IMPROVEMENT PROGRAM

Electrification Project

Our consultant, PBGH, continued collecting data and working on preliminary design. Conferences were held with Hetch Hetchy (P.I.P.) staff and with T.I.P. staff. A field survey was made of the existing streetcar trolley overhead on the streets and in the Twin Peaks and Sunset Tunnels, using a clearance test device, developed by PBGH, approximating the proposed pantograph operation.

Substation Project

Our consultant, Bechtel, completed the preliminary report on the first phase of the substation design, including preparation of material for obtaining Planning Commission and Art Commission approval of building designs.

Substation Project (cont)

Meetings were arranged for and attended by Bechtel Inc. and Hetch Hetchy staff with San Francisco Redevelopment Agency regarding the Fillmore Substation and with Art Commission Director Martin Snipper relative to procedure for presenting material to the Visual Arts Committee's Art Enrichment Program for City Buildings and the Civic Design Committee.

City Real Estate, City Health Department and Hetch Hetchy staff members met to resolve an acceptable location for the substation on the Laguna Honda property.

Information on the Carl Substation was presented through City Planning Department staff to the Haight Ashbury Improvement Association, and the Haight Ashbury Neighborhood Council. Hetch Hetchy and T.I.P. staff appeared with City Planning staff to present information to the "Committee to Restore Haight Ashbury."

Comments were received from several prospective suppliers on the purchase contract specifications for the transit power substation equipment. The comments were reviewed and an amendment to the specifications was prepared and issued. The opening of bids was extended to March 22, 1974.

The 35% completion design plans for the West Portal Station, as submitted by BARTD, were reviewed and comments were sent to the Transit Task Force.

Control and Communications Project

Negotiations continued with Systems Control, Inc. for engineering design services on this part of the work.

Feeder Undergrounding

Work continued on the plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering section).

TRANSIT POWER ENGINEERING

Modification to the trolley coach overhead wiring at Page, Franklin and Market Streets was designed at the request of DPW to accommodate a change in a traffic island at this location. The work will be done as part of the DPW Market Street Reconstruction Contract No. 3.

At the request of the Muni Railway, a cost estimate is being prepared for the restoration of the overhead wiring for the No. 47 trolley coach line turnaround at Army and Potrero Streets. The terminal loop had previously been shortened to 25th Street to enable DPW construction of the Army Street circle project.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Awaiting report from Consultant Engineer on the cause of gear failure and recommendation of repair.
HH-467	Holm Powerhouse Penstock Protection	145,855	0	100	100	Agreement and contract acceptance documents have been sent to PUC for approval.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	0	0	35	Contractor awaiting material delivery.
HH-475	San Joaquin Pipelines Encasement at Highway 99	181,111	20	82	77	The contractor has completed pipe encasement and has begun backfilling. New manholes have been cut into lines 2 and 3.
HH-478 Informal	Moccasin & Red Mountain Bar Insulate Metal Buildings	3,023	0	0	51	Contractor is scheduled to start work on Fe. 26, 1974.
HH-481	Moccasin House - Ceiling Insulation	6,230	0	0	0	Contract was certified by the Controller on Fe. 19, 1974. Contractor notified to proceed on March 4, 1974.
HH-487 Informal	Moccasin Carpenter Shop - Reconstruct Sawdust Collection System	1,957	100	100	65	All work was completed on January 31, 1974.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-488	Installation of San Jose Avenue Storage Track	$ 1,957	78	100	100	All work was completed on Feb. 8, 1974. Contractor asked to submit guarantee bond.
HH-492	Market Street - 7th to 8th Underground Duct System					Bid call authorized by PUC on Feb. 13, 1974.
HH-493	19th Ave. and Muni Right-of-Way Junipero Serra Blv. to St. Francis Circle Underground Duct System.					Bid call authorized by PUC on Feb. 13, 1974. Bids to be opened on March 14, 1974.
M/TID HH-5	River Road	111,900	20	65	100	The Contractor is continuing with fencing and excavation; beginning to install pipe culverts.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0024	Van Ness Street Station	0	100	All work completed. Subject to final approval.
1S0032	Church Street Station	2	40	Routine maintenance.
1S0033	Castro Street Station	2	40	Routine maintenance.
1S3022	Civic Center Mezzanine Extension	0	99	Awaiting reply from PBTB on conduit entering manhole #97 and #98.
1S3051	Embarcadero Mezzanine	10	40	Relocate overhead lines between Beale St. and Spear St. to conform to curb lane so that center of street can be used for installation of precast floor beams.
1S3026	Civic Center Station Entrance No. 3	0	20	Routine maintenance.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	5	55	Contractor removing Path of Gold poles on Market Street.
2	Front to Fifth	10	40	Relocate overhead lines at Third and Market to conform to new traffic plan.
2A	Stuart to Spear	0	100	All work completed. Subject to approval.
2B	Fremont to First	0	0	No work started as of this date.
3	Eighth to McCoppin	0	5	Contractor awaiting materials to proceed with duct bank and manhole modification.
4	Grant to Stockton	0	1	Overhead line relocation schedule was submitted by the Contractor and was returned to DPW Resident Engineer with our comments.

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

March 26, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-46

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Oliver M. Rousseau, Henry E. Berman

Absent: Commissioner Joseph J. Diviny

The minutes of the regular meeting of the Commission held March 12, 1974 were approved. Commissioner Rousseau abstained from voting as he was absent from the March 12 meeting.

RESOLUTION NO.

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0102 H

Modification of HH Contract No. 475 - $6,000 debit

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0103 H

Completion of HH Contract No. 488--Installation of San Jose Avenue Storage Track Trolley System - L. K. Comstock & Company, Inc., Contractor

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0104 H

Supplemental Appropriation - $10,122 Operational Necessities - Hetch Hetchy Project

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0105 H

Supplemental Appropriation - $3,071 Wage Rate Adjustment, Carpenter and Related Classes - Hetch Hetchy Project

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0106 H

Supplemental Appropriation - $637 Wage Rate Adjustment, Operating Engineer, Universal - Hetch Hetchy Project

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0107 H

Assignment of electric power contract from PG & E to City - Lockheed Missiles and Space Company, Inc.

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0108 H

Departmental surpluses - Hetch Hetchy Systen funds to City's General Fund.

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0109 W

Supplemental Appropriation - $5,119 Wage Rate Adjustment, Carpenter and Related Classes - Water Department

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0110 W

Supplemental Appropriation - $2,867 Wage Rate Adjustment, Operating Engineer, Universal - Water Department

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0111 M

Additional trial period for extension of MC #11 Hoffman to Forest Hill Station

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0112 M

Additional trial period for MC #28 Nineteenth Avenue route extension

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0113 M Additional trial period for service improvement - MC Lines #20 Candlestick Cove/#29 Visitacion consolidation

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0114 M Additional trial period for MC #43 Roosevelt route extension

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0115 M Approving compromise settlements and collections of damage claims - Month of February 1974

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0116 M Approving payment of claims - Municipal Railway - Month of February 1974

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0117 M Supplemental Appropriation - $201,788 Operational Necessities - Municipal Railway

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0102-MR Approving payment of claims against the Municipal Railway in total amount $170,300.99

Vote: Ayes-Flynn, Byrne, Rousseau, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission

Resolution No. 74-0104--Herch Hetchy System supplemental appropriation for operational necessities for 1973-1974 Fiscal Year, $10,122.

Oral L. Moore, Hetch Hetchy System General Manager, said these requirements developed during the year and were not provided for in this year's budget.

$4,169 - Implementation of safety requirements at Moccasin Division as a result of safety survey conducted by SF Chapter of National Safety Council.

$ 862 - Forest fire damage to Cherry Valley power lines.

$1,260 - Retension of transmission lines at Don Pedro crossing to increase clearance.

$3,831 - Fuel cost increase.

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Resolution No. 74-0107--approving new industrial customer, Lockheed Missiles & Space Company, Sunnyvale, to assist City in utilizing fully its hydroelectric generation system output.

Mr. Moore explained that when City's energy generation exceeds demand of City's own municipal uses and other customers, PGand E, has assigned certain industrial customers to City. Currently Kaiser Aluminum and Kaiser Cement are in this category.

As a result of the energy conservation program which went into effect last October, the requirements of City's existing customers are 12 - 18 percent below estimates based on the previous year's consumption. Also, good runoffs this spring will provide available energy for sale to another industrial customer.

Mr. Moore stated that the sale to Lockheed will be to the extent of available City energy that exceeds municipal and other customer requirements. No additional expenditure for purchase of supplemental power and energy for resale to this customer will be necessary.

The resulting revenue increase for fiscal 1974-75 is estimated to be about $1,154,000.

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Resolution No. 74-0108--declaring availability of $1 million from Hetch Hetchy System funds during fiscal year 1974-75 for transfer to the City's General Fund.

Mr. Moore stated that according to Section 6.407 of the Charter, any accumulation in the surplus fund of any utility which exceeds 25% of the total expenditures of that utility for operation, repairs, and maintenance during the preceding fiscal year may be transferred to the general fund of the City and County.

Mr. Moore said current estimates and calculations indicate that $1 million will be available during 1974-75 due to the following factors:

(a) Conservation by City departments has resulted in increased power available to the Hetch Hetchy System for sale to commercial customers; and

(b) Hetch Hetchy sales have been higher than those used in the calculation of revenue forecasts included in the 1974-1975 budget; and

(c) A recent study on the allocation of costs between the Hetch Hetchy and the Water Department indicates that the cost of water supplied by Hetch Hetchy to the Water Department for distribution during 1974-75 will be $6,500,000 instead of the budgeted $6 million.

******

Resolution No. 74-0111--Authorizing additional trial period for extension of Motor Coach Line No. 11 Hoffman to Forest Hill Station to provide a transit link between the inner Mission District and the McAteer High School on a weekday, daytime only.

Oral L. Moore, Acting Municipal Railway General Manager, said this extension implemented on a 90-day trial basis on September 4, 1973, has been providing a valuable service to this section of town. A traffic check on February 26, indicated a build-up of passenger usage. He recommended the trial period be continued for further checks and report to the Commission, keeping in mind that if the extension remains in effect past September 4, 1974, it will automatically become permanent.

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Resolution No. 74-0112--Authorizing additional trial period for extension of Motor Coach Line No. 28 Nineteenth Avenue through The Presidio to the Marina District.

This extension was implemented September 4, 1973, on a weekday, daytime only, 180-day trial basis.

Mr. Moore said the traffic checks show a build-up in passenger use, and recommended that the trial period be extended another 90 days, keeping in mind that if the extension remains in effect past September 4, 1974, it will automatically become permanent.

Mr. Larry Sipes, Marina resident, urged that the terminal loop at Chestnut and Divisadero utilize Chestnut or Lombard, rather than Green Street, which also accommodates the 45 line.

The Commission requested Mr. Moore to investigate a change in terminal area routing.

Ms. Jean Forbes of 3344 Scott Street presented a petition containing 43 signatures of Marina residents, strongly urging the retention of the No. 28 route extension. She felt that as the route becomes better known that patronage will rise.

Secretary Farrell reported 308 communications received, all in favor of the No. 28 route extension.

The Commission approved the trial period extension, subject to modification of the terminal loop, if feasible--staff to report back at an early date.

******

Resolution No. 74-0113--authorizing additional trial period for service improvement--consolidation of Motor Coach Lines No. 20 Candlestick Cove and No. 29 Visitation, full service.

Mr. Moore stated this service was implemented on September 2, 1973, on a 90-day trial basis. While traffic checks show no significant increase in ridership, the concept of combining the two lines was developed at the request of numerous community groups in the Visitation Valley area, and continuation of the experiment has merit.

Secretary Farrell said nothing on this matter has been submitted in writing from the public.

The Commission approved the trial period extension so as to develop additional information and some expression from the community, keeping in mind that if consolidation remains in effect past September 2, 1974, it will automatically become permanent.

******

Resolution No. 74-0114--authorizing additional trial period for the #43 Roosevelt extension through The Presidio of San Francisco to Lombard and Lyon Streets, weekdays, daytime only.

Mr. Moore said the extension was implemented on June 18, 1973, and on November 13, 1973, was extended for an additional 90-day trial period. Traffic checks indicate a gradual build-up of passenger usage.

Secretary Farrell reported that 101 letters have been received, all requesting extension be continued.

U.S.Army representatives from the Presidio were present in support of the extended service through The Presidio. They are publicizing the line in their employee bulletins.

John T. Squire, President, TWU Local 250A, favored permanent service rather than continued trial extension.

The Commission approved the extended trial period; further traffic reports to be submitted, keeping in mind that if the extension remains in effect past June 18, 1974, it will automatically become permanent.

******

Resolution No. 74-0117--Municipal Railway supplemental appropriation for operational necessities for 1973-74 Fiscal Year, $201,788.

Mr. Moore said this request will provide urgently needed funds to enable Muni to continue the uninterrupted operations of the department and to maintain and repair revenue equipment, primarily 131 aging Mack buses. The replacement buses will not be delivered for about two years. The $150,000 will enable Muni to maintain these aging vehicles in a safe and operable condition. (Breakdown: $20,000 wages miscellaneous employees; $130,000 motor vehicle parts).

Price increases have had a severe impact on Muni's materials and supplies appropriation. $43,493 is for cable for the cable car system; $8,295 is for printing transfers.

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Communications:

From Mrs. Donald A. Cameron, thanking the Commission for its expression of sympathy upon the death of her husband, former PUC Commissioner.

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General Manager of Public Utilities Calendar Items:

Mr. Crowley reported that the Muni's $11.00 Monthly FAST-PASS is due from the printer April 15. John Madden, PUC Chief Accountant, is handling the distribution arrangements.

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Water Department General Manager & Chief Engineer Arthur H. Frye, Jr., submitted a report on the results of WD Contract No. 1633--Laying of 8-Inch Ductile Iron Main in California Street between 3rd and 6th Avenue, awarded to WD forces as contractor.

Based on the contract prices, net payments to the Department have been $15,862.28. Actual cost to the WD was $12,754.15, resulting in a savings of $3,108.13.

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Roll Call:

Commissioner Flynn requested a safety report from Director of Bureau of Personnel and Safety Demo Adams on the No. 43 Line trial operation along Presidio Avenue in the vicinity of Jackson and Presidio Gate.

Mr. Adams said no accidents have been reported; no communications have been received, either oral or written, since the protest registered

last November, when the trial period was first extended.

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THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0102

RESOLVED, That this Commission approves a Debit Modification in the amount of $6,000 to provide funds for additional work on existing utilities encountered during construction, as set forth in Modification No. 1 to Contract No. HH 475, San Joaquin Pipelines Encasement at Highway 99.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 74-0103

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 488, Installation of San Jose Avenue Storage Track Trolley System, as satisfactorily completed, allows a five-day extension of time for unavoidable delays caused by adverse weather conditions; approves debit Modification of Contract No. 1 in the amount of $42.55, and approves final payment of $10,842.55 in favor of the Contractor, L. K. Comstock & Company, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0104

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of Funds for Hetch Hetchy Water and Power for Fiscal Year 1973-1974 in the amount of $10,122 from Account No. 1990 - Unappropriated Balance of Funds to Appropriation 3.755.300.000 - Materials and Supplies.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0105

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water & Power to adjust the wage rates for Class 7344 Carpenter and related classes for the 1973-1974 fiscal year as established in compliance with Charter Section 8.403.

From:	Appropriation	3.755.130.000 -	Wages	$2,722
		3.755.863.000 -	Mandatory Fringe Benefits	349
To:	Appropriation	3.755.199.000 -	Compensation Reserve	$3,071

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH [illegible] 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No: 74-0106

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water & Power to adjust the wage rates for Class 7328 - Operating Engineer, Universal for the 1973-1974 Fiscal Year as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds Hetch Hetchy Water & Power	$637
To:	Appropriation 3.755.130.000 - Wages	$564
	" 3.755.863.000 - Mandatory Fringe Benefits	73

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 26 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0107

WHEREAS, From time to time, City's generation from its Hetch Hetchy hydroelectric plants exceeds the requirements of City's own municipal uses and its other existing customers; and

WHEREAS, On such occasions, PGandE, as a temporary accommodation, assigned certain industrial customers to City; and

WHEREAS, The requirements of City's existing customers are below estimates as a result of their energy conservation efforts; and

WHEREAS, The anticipation of good runoffs this Spring will further add to the excess generation; and

WHEREAS, PGandE is again willing to assign another industrial customer to City to provide a market for its surplus power and energy; now, therefore, be it

RESOLVED, That this Commission hereby approves and authorizes the General Manager of Public Utilities to execute the following two contracts:

1. Agreement with PGandE and Lockheed Missiles and Space Company, Inc. for supply of Hetch Hetchy power to Lockheed's plant at Sunnyvale, California.
2. Letter-agreement with PGandE for lease of PGandE-owned 110/12kV substation facilities at the Lockheed plant.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0408

WHEREAS, Conservation by City departments has resulted in increased power available to the Hetch Hetchy System for sale to commercial customers, and

WHEREAS, The Hetch Hetchy System is receiving increased rates for the sale of power beyond those rates used in the calculation of the revenue forecasts included in the 1974-75 budget, and

WHEREAS, A recent study on the allocation of costs between the Hetch Hetchy System and the Water Department indicates that the cost of water supplied by the Hetch Hetchy System to the Water Department for distribution during 1974-75 will be $6,500,000 in lieu of the budgeted $6 million, and

WHEREAS, Section 6.407 of the Charter states that any accumulation in the surplus fund of any utility which exceeds 25% of the total expenditures of that utility for operation, repairs, and maintenance during the preceding fiscal year may be transferred to the general fund of the City and County, and

WHEREAS, The City Attorney has given his opinion that this excess surplus may be declared by this Commission to be available to the general fund; now, therefore, be it

RESOLVED, That this Commission notifies the Mayor and the Board of Supervisors that current estimates and calculations indicate availability of $1 million from the funds of the Hetch Hetchy System during the fiscal year 1974-75 for transfer to the general fund of the City and County.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0109

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for the San Francisco Water Department to adjust the wage rates for Class 7344 - Carpenter and related classes for the 1973-1974 fiscal year as established in compliance with Charter Section 8.403.

From:	Appropriation 3.745.130.000	- Wages	$4,537
	3.745.863.000	- Mandatory Fringe Benefits	582
To:	Appropriation 3.745.199.000	- Compensation Reserve	$5,119

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR 04 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0110

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for San Francisco Water Department to adjust the wage rates for Class 7328 - Operating Engineer, Universal for the 1973-1974 Fiscal Year as established in compliance with Charter Section 8.403.

From:	Account No. 1990 Unappropriated Balance of Funds	$2,867
To:	Appropriation 3.745.130.000 - Wages	$2,541
	3.745.863.000 - Mandatory Fringe Benefits	326

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0111

WHEREAS, The Public Utilities Commission by Resolution No. 73-0307, dated August 14, 1973, authorized and directed the Municipal Railway to extend Line 11 Hoffman; and

WHEREAS, This extension was on a weekday, daytime only, 90-day trial basis starting September 4, 1973; and

WHEREAS, Staff investigation indicates a gradual build-up in patronage; and

WHEREAS, The General Manager of Public Utilities recommends that the Line 11 Hoffman extension be given an additional trial period; now, therefore, be it

RESOLVED, That this Commission authorizes the extension of M.C. Line 11 Hoffman for an additional trial period; and, be it

FURTHER RESOLVED, That the staff report back to this Commission prior to September 4, 1974, as to whether this extension should become permanent.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAR [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0112

WHEREAS, The Public Utilities Commission by Resolution No. 73-0240, dated June 26, 1973, authorized and directed the Municipal Railway to extend Line 28 Nineteenth Avenue; and

WHEREAS, This extension was on a weekday, daytime only, 180-day trial basis starting September 4, 1973; and

WHEREAS, Staff investigation indicates a gradual build-up in patronage; and

WHEREAS, The General Manager of Public Utilities recommends that the Line 28 Nineteenth Avenue extension be given an additional trial period; now, therefore, be it

RESOLVED, That this Commission authorizes the extension of M.C. Line 28 Nineteenth Avenue for an additional trial period; and, be it

FURTHER RESOLVED, That the staff report back to this Commission prior to September 4, 1974, as to whether this extension should become permanent.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0113

WHEREAS, The Public Utilities Commission by Resolution No. 73-0242, dated June 26, 1973, authorized and directed the Municipal Railway to combine Lines 20 and 29 into one community service line; and

WHEREAS, The Board of Supervisors, on July 30, 1973, approved the abandonments necessary to combine these lines; and

WHEREAS, This consolidation was on a 90-day trial basis starting September 2, 1973; and

WHEREAS, Staff investigation indicates although there has been no appreciable increase in ridership, the concept of one community service line continues to have merit; and

WHEREAS, The General Manager of Public Utilities recommends that the Line 29 Visitaction be given an additional trial period; now, therefore, be it

RESOLVED, That this Commission authorizes the continuance of the M.C. Line 29 Visitacion for an additional trial period; and, be it

FURTHER RESOLVED, That the staff report back to this Commission prior to September 2, 1974, as to whether this combination should become permanent.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 26 1974

John C. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0111

WHEREAS, This Public Utilities Commission by Resolution No. 73-3168, dated May 8, 1973, authorized and directed the Municipal Railway to extend Line 43 Roosevelt; and

WHEREAS, This extension was on a weekday, daytime only, 90-day trial basis starting June 18, 1973; and

WHEREAS, This Public Utilities Commission by Resolution No. 73-0407, dated November 13, 1973, authorized the extension of Line 43 Roosevelt for an additional 90-day trial; and

WHEREAS, Staff investigation indicates a gradual build-up in patronage; and

WHEREAS, The General Manager of Public Utilities recommends that the Line 43 Roosevelt extension be given an additional trial period; now, therefore, be it

RESOLVED, That this Commission authorizes the extension of M.C. Line 43 Roosevelt for an additional trial period; and, be it

FURTHER RESOLVED, That the staff report back to this Commission prior to June 18, 1974, as to whether this extension should become permanent.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0115

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of February 1974 - total amount billed: $18,504.46; total compromise settlements: $10,412.57 - and approves Collections, month of February, 1974, amount of $12,375.64, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of March 4, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0110

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $40,848.35, made by the Municipal Railway, month of February, 1974, per Revolving Fund Payment Requests Nos. 6655, 6670, 6687, 6694, 6700 and Request for Warrant Nos. 73-89, 73-92, 73-03, **73-98**

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 26 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0117

WHEREAS, This Commission recognizes the financial crisis of the City and County of San Francisco, and

WHEREAS, There exists a demand for increased service by public transportation it has become necessary for the Municipal Railway to repair their old fleet of Mack Buses, all of which are pre 1960 vintage, and

WHEREAS, Certain material and supplies are absolutely necessary for the operation of the Municipal Railway and the propulsion of it's equipment, therefore be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of the Municipal Railway's request for a supplemental appropriation of $201,788 to the credit of the following appropriations:

3.735.130.002.000	Wages-Miscellaneous Employees	$ 20,000
3.735.300.000.000	Material and Supplies	
0/E 323	Motor Vehicle Parts	$130,000
0/E 340	Cable	43,493
0/E 375	Office Supplies	8,295

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0102-MR

3-26-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Ibrahim Jiries Kaileh	73 T 0771-1 $4,984.78	1-3	10-31-73	(A $2,191.17) (B $ 608.83)	$ 2,800.00

Litigated Settlement

RESOLVED, That the portion of Resolution 74-0083-MR adopted 3-12-74, pertaining to the sum of $8,000.00 payable to Jalil Bajalieh and Samira Bajalieh, be shown as a LITIGATED instead of a NON-LITIGATED settlement, a complaint having been filed by the claimants' attorney. (EDP data otherwise unchanged.)

Litigated Settlements - CA Office					
David Blume, now an adult	69 B 2231-1 $75,000.00	4-4	2-25-70	A	9,000.00
Mary Lean Edwards individually and as guardian ad litem of Rene Edwards, a minor	70 T 0551-1 $100,000.00	6-6 (Mary)	9-30-70	(A $4,000)	
	70 T 0551-2 $100,000.00	6-6 (Rene)	9-30-70	(A $1,500)	5,500.00
Maria Frias	70 B 2577-1 $15,000.00	8-6	3-31-71	A	1,750.00
Dolores Galvez	67 T 3001-7 $500,000.00	1-2	6-25-68	A	3,000.00
Bernard S. Pollack, Sharon Pollack and Loretta Pollack	70 C 0439-1 $100,000.00	1-3 (Bernard)	3-27-71	(A $3,500)	
	70 C 0439-3 $100,000.00	1-3 (Sharon)	3-27-71	(A $ 750)	
	70 C 0439-2 $100,000.00	1-3 (Loretta)	3-27-71	(A $1,000)	5,250.00
Judgment					
Wilford James and Leocadio M. Jiminez	69 B 0017-2 $500,000.00	11-9 (James)	7-1-69	(A $137,984.99)	
	69 B 0017-3 $35,000.00	11-9 (Jiminez)	7-1-69	(A $ 5,016.00)	143,000.99

(plus interest if demanded, and if approved by City Attorney)

Appropriation 3.735.804.000 $ 170,300.99

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 26, 1974.

John C. Farrell

Secretary and Assistant General Manager

74-0107

MEMORANDUM

March 18, 1974

TO: PUBLIC UTILITIES COMMISSION
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Oliver M. Rousseau
Joseph J. Diviny
Henry E. Berman

FROM: GENERAL MANAGER OF PUBLIC UTILITIES

SUBJECT: Electric Power Contract
New Assigned Industrial Customer

Over the years, Pacific Gas and Electric Company assigned, from time to time, certain industrial customers to City in the interest of enabling City to utilize fully the output of its hydroelectric generation system.

As City's supply of surplus power and energy diminishes, after meeting the requirements of its municipal departments and the Modesto and Turlock Irrigation Districts, it is expected that eventually all of the assigned customers would be returned to PGandE. Currently, Kaiser Aluminum and Kaiser Cement are the only two assigned customers.

Based on estimates previously made, we anticipated that normal generation during fiscal year 1973-74 would be sufficient to supply most of the requirements of City's own customers as well as the two Kaiser accounts. We also anticipated that normal generation for fiscal year 1974-75 would be enough to supply only Kaiser Aluminum in addition to our own customers. However, since the energy conservation program went into effect beginning last October, monthly consumption of electric energy by our existing customers has been reduced some 12-18 percent as compared to the same period in the previous year.

On the generation side, Hetch Hetchy Reservoir is expected again to fill and spill this coming spring, although it is questionable whether Lake Lloyd will fill. In anticipation of the spill at Hetch Hetchy, power generation at Kirkwood Powerhouse has been stepped up to the maximum allowable since last November. Between reduced usage of our existing customers and the forecasted generation increases, the supply of surplus power and energy is expected to exceed the need of the two Kaiser accounts. Therefore, in order that the surplus power and energy may be sold to City's best advantage, we have again requested PGandE to assign another industrial customer to City.

The proposed assigned customer is Lockheed Missiles and Space Company, Inc. located in Sunnyvale, California. It is presently supplied from the same 110 kV transmission line which the City is leasing for the delivery of power to the two Kaiser accounts. Therefore, no additional charge will be required for the transmission line rental. However, since the power delivered to the Lockheed plant is at 12 kV, the City will be expected to pay a reasonable monthly rental for the PGandE-owned

substation facilities existing for that purpose. The rental will be based on ten cents per kilowatt of monthly billing demand, or an average of approximately $2,900 per month.

Under the proposed agreement, sale to Lockheed will be only to the extent of whatever City has available in excess of the amount required by City's own municipal uses and its other customers. No additional expenditure for purchase of supplemental power and energy for resale to this customer will be necessary.

The revenue increase for fiscal 1974-75 by the addition of this new industrial customer is estimated to be about $1,154,000.

I recommend that both the service contract for sale of Hetch Hetchy power to Lockheed and the letter agreement for lease of the PGandE substation facilities at the Lockheed plant be approved since the arrangement will assure City a ready market for any and all excess Hetch Hetchy power which may be available.

John D. Crowley

3/20

M E M O R A N D U M

March 20, 1974

TO: Members, Public Utilities Commission
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Oliver M. Rousseau
Hon. Joseph J. Diviny
Hon. Henry E. Berman

FROM: John D. Crowley
General Manager

SUBJECT: Departmental Surpluses

It has been the intent of this Commission to provide maximum support to the general City welfare in every legal manner at its disposal. Examples of this have been the $19.3 million provided by the Water Department and the Hetch Hetchy System to the Municipal Railway over the past five years, the provision of free water to all City departments valued at $1.75 million annually and the $1 million annual discount on electric power provided to City departments by the Hetch Hetchy System. Specifically, this fiscal year 1973-74, the total is over $7 million: Muni support, $4.6 million; Water, $1.75 million; and Power, $1 million. The budgets which you have approved for 1974-75 fiscal year contain $3.1 million for Muni support from the Water Department and the Hetch Hetchy System, and we will be supplying City departments with $1.75 million free water, and $1 million discounted power--a total of $5.8 million.

The effort by the Hetch Hetchy System to provide $10 million local share to match $20 million federal funds for the Muni Power Improvement Program has placed a

severe strain upon the financial status of the Hetch Hetchy System. As a result, its capabilities for providing support to other than its own performance requirements has become limited. However, two factors have arisen with respect to the Hetch Hetchy System which provide you with the opportunity to once again assist this year in meeting the City needs.

The first factor, the energy shortage, enabled the Hetch Hetchy System to improve its revenue outlook for the balance of fiscal year 1973-74 and throughout the coming fiscal year 1974-75. Conservation measures exercised by the City departments have resulted in an increased quantity of power available for sale by Hetch Hetchy to other than City users. Further, the rates at which sales can be made to our commercial customers have risen commensurate with the rise in P. G. & E. rates. The net effect of these two factors results in estimated increases of revenues for 1973-74 of approximately $300,000 and for the fiscal year 1974-75 of approximately $1,100,000. The second factor is the cost study conclusion reached by our engineering consultants, Brown and Caldwell, on the cost of water furnished to the Water Department by the Hetch Hetchy System. They estimate the cost of water furnished during fiscal year 1974-75 will be $6,500,000. The 1974-75 budgets, which you have approved, estimate this cost to be $6 million. In order to accurately reflect the cost of water provided, the Controller is being requested to increase the operating charge placed upon the Water Department for water furnished during 1974-75 in the amount of $500,000 and crediting the Hetch Hetchy System with this sum. These two revenue increases, when accepted by the Controller, will cause revenues to be attained by the Hetch Hetchy System during fiscal year 1974-75 to be increased $1.6 million.

Section 6.407 of the Charter governs the collection and application of utility revenues and expenditures. Receipts from each utility are maintained in separate funds by the Treasurer for the use of each such utility. Appropriations from these funds must be made for the following purposes and in the order listed:

(1) For the payment of operating expenses

(2) For repairs and maintenance

(3) For reconstruction and replacements

(4) For the payment of interest and amortization of bonds

(5) For extensions and improvements, and

(6) For a surplus fund.

Appropriations from these funds and in the desirable amounts must be approved by you and recommended to the Mayor and the Board of Supervisors for appropriate action in the budgetary process.

Surplus funds represent those unappropriated funds within the utility accounts not required for any of the five purposes enumerated prior to it, i.e., numbers (1) to (5) above. If any accumulation in the surplus fund of any utility in any fiscal year exceeds 25% of the total expenditures of that utility for operation, repairs, and maintenance for the preceding year, such excess may be recommended by you to the Mayor and the Board of Supervisors for transfer to the general fund of the City and County.

Based upon the approved needs for the departments forwarded by you in the budgets for 1974-75, the above adjustments in revenue for the Hetch Hetchy System and acceptance by the Controller of these revised revenue forecasts, and the cash requirements through June 30, 1975, the Hetch Hetchy System appears to have an excess in its surplus fund of approximately $1 million. It is recommended that you declare the $1 million excess to the needs of the Hetch Hetchy System to be made available to the general fund of the City and County of San Francisco for use during the fiscal year 1974-75.

JMC:FH

MONTHLY REPORT FOR MARCH 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 96% to 160% of normal as of March 18; Alameda watersheds averaged from 117% to 132% of normal for the same period.

2. Hetch Hetchy water import: An average of 19.4 million gallons per day (MGD) for the month of February.

3. Sunol Valley Filtration Plant treated 63.3 MGD; San Andreas Filtration Plant treated 47.4 MGD.

4. Consumption (MGD average):

   February 1974 - 200.9) 9.3 per cent more
   February 1973 - 183.8)

   12 months preceding

   March 1, 1974 - 251.5) 0.4 per cent more
   March 1, 1973 - 250.4)

5. Storage (million gallons) as of March 18:

   Alameda Division

   1974 - 24,973) 41.5 per cent less
   1973 - 42,682)

   Peninsula Division

   1974 - 22,883) 4.9 per cent less
   1973 - 24,050)

Total

1974 - 47,856)
1973 - 66,732) 28.3 per cent less

OPERATIONS AND MAINTENANCE

BARTD

There are no items of significance to report this month.

MAIN BREAKS

On February 4th, a leak was repaired on the 54" steel main in Monterey Boulevard. This main is developing leaks due to electrolysis action and should be insulated at a point north of Ocean Avenue. The Engineering Division is studying the problem and will undertake whatever measures are needed to resolve this situation.

A leak was repaired on the 16" steel main in Portola Drive near Miraloma on February 28th.

On February 20th, a 16" gate valve broke on the temporary main at the intersection of Market and Beale Streets. This caused severe flooding of the BARTD tunnel at the Embarcadero Station before the main could be shut down. The break in the cast iron valve was caused by construction work being performed by a BARTD contractor.

CLEANING OF SUTRO RESERVOIR

The West Basin of Sutro Reservoir was drained and cleaned and refilling of the basin was commenced on February 28th. The East Basin had been cleaned and returned to service in January.

WATER QUALITY DIVISION

The flushing of sand from the Hetch Hetchy Foothill Tunnel and its disposal via pipeline No. 3 to the San Joaquin River continued into the early part of March. On

February 7th an inspection was made of approximately 17,000 feet of the tunnel to assess the effect of the flushing operation which consisted of maintenance of a flow of about 130 million gallons per day. The results of the flushing were very satisfactory with the removal of a depth of two to four inches of sand at the points of reference.

During the course of the Hetch Hetchy Aqueduct shutdown, an inspection was made of the following areas: a 600-foot section of San Joaquin Pipeline No. 3 easterly of Cashman Creek; the Coast Range Tunnel from Alameda East Portal to Telsa Portal; and the entire lengths of Pulgas Tunnel and the Crystal Springs Bypass Tunnel.

ALAMEDA DIVISION

Approximately 2.9 billion gallons of water has been released into Calaveras Creek and the Calaveras Reservoir water level has decreased by 9' 2½" during the month.

The Coast Range Tunnel started receiving water on February 22nd at which time flushing operations were begun. The flushing operations were completed the next day at which time the Hetch Hetchy water was admitted into the system.

VANDALISM

On the night of February 3rd vandals broke into the City Distribution Yard and ransacked several main-gang trucks, stole a leak pump and may have siphoned gasoline from some trucks.

Vandals broke into the warming hut at the Alameda Creek Diversion Dam. The door was destroyed and there was evidence that an unsuccessful attempt had been made to open one of the diversion tunnel slide gates.

The gates at both ends of Sawyer Camp are constantly being damaged by vandals who apparently nudge up against the gates with cars and attempt to force the gates open. The repair of these gates is becoming a routine task for the welder. Trespassing and entering Crystal Springs

Reservoir from Sawyer Camp Road has become a very serious problem. Harassment of the public by groups of roustabouts, dumping, drag racing and other acts of misbehavior is now so common that a visit along this road by auto or other means has become a risk. The San Mateo County Sheriff's office has promissed full cooperation to assist our patrolmen. A Sheriff's deputy accompanies the Keepers during the gate closing run. There is a swell of public sentiment demanding that this road be closed to vehicular traffic. Various San Mateo County agencies have indicated support of this proposition.

Water Sales

Total Collections

February 1974	February 1973	Decrease
$1,450,674	$1,540,876	$90,202

Net Paying Sales

Fiscal Year 1973-1974 to February 28	Fiscal Year 1972-1973 to February 28	Decrease
$16,547,916	$16,927,955	$380,039

Leases and Permits

Rents for the month of January included:

Santa Clara Sand and Gravel	$3,730.00
Crystal Springs Golf Course	3,081.00

Continuing Programs

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 31 vehicles.

Vehicular Accidents

During the month of February there were 2 accidents in neither of which the Department driver was at fault.

Industrial Accidents

There were 3 lost time injuries in February There is a total of 9 for the calendar year.

Service Renewals

	February 1974	Fiscal Year 1973-1974
Replacement of old, corroded or undersized piping	202	1,976

Meter Repairs

	February 1974	Fiscal Year 1973-1974
CDD - all sizes	271	2,801
Peninsula (inspected and repaired as needed)	0	75
Contract Program 1, 1½ and 2-inch	20	91

Flushing

Area flushing was not scheduled for the month due to the training of a newly promoted Gateman.

	January 1974	Fiscal Year 1973-1974
Mains (all sizes)	0	0
Number of individual flushings to correct objectionable conditions	16	141

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SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

February 28, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	0	1	2		
WD-1522	Building for Experimental Water Treatment Micro-strainer near Sunol, Calif.	15,391.85	$ 12,625.33	91	100		Waiting for circuit breaker.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	2,685,682.22	64	72	85	Delayed by rain. Work is now progressing at normal rate.
WD-1594	Laying of 16" D. I. Main in Judah & Irving Streets	175,674.00	98,547.84	94	98	3	Waiting for pressure relief & regulating valves.
WD-1600	Construction of Centralised Data Acquisition & Control System for C.D.D.	322,905.00	38,472.00	16	83	166 c.d.	The Contractor now has most of the system equipment at his plant & expects to begin installation soon at the designated facilities.
WD-1619	Laying of 16" D.I. & 18" Steel Mains in Turk & Filbert Sts	205,487.00	12,901.46	10	95	46	Contractor has been advised fittings are now available.
-1626	Excavation & Repaving for Water Service Trenches	55,458.00	0	13	25	15	Contractor's work force inexperienced.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

February 28, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REASONS
WD-1632	Laying of 6" & 8" D.I. Mains in Gough, California & Sacramento Streets	$ 99,627.00	0	25	16		
WD-1636	Cement Mortar Lining 16", 20", 22" & 24" Pipe in Battery, Sansome, Scott & Other Streets	324,140.00	0	0	34	28	Contractor late in starting; alsc having numerous equipment breakdowns.

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1631	Laying of 8" D. I. Main in Broadway, Battery, Filbert and Sansome Streets	February 11, 1974

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

April 9, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-55

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

The minutes of the regular meeting of the Commission held March 26, 1974 were approved.

RESOLUTION NO.

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0118 HH Award of HH Contract No. 486--Jones Point to Mather Road, Seal Coat - George Reed, Inc., - Sonora, California - Amount, $26,680.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0119 HH Award of HH Contract No. 495--Road Repairs, Highway 120 to Cherry Dam - George Reed, Inc. - Sonora, California - Amount, $29,975.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0120 HH Road Repair Cost Agreement Between the City and Pickering Lumber Company - Cherry Valley Oil Road - Tuolumne County

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0121 HH Approving collections of damage claims by Bureau of Light, Heat and Power - Month of February, 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0122 HH Award of HH Contract No. 493 - Power Improvement Program--19th Avenue and Muni Right-of-Way Junipero Serra Boulevard to St. Francis Circle, Underground Duct System - Underground Construction Company, Inc., of San Leandro, California - Amount, $168,281.25

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0123 HH Road Maintenance Agreements between the United States Forest Service and the City for the Cherry Valley Oil Road - Tuolumne County

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0124 HH Award of HH Contract No. 492 - Power Improvement Program--Market Street, 7th and 8th, Underground Duct System - Underground Construction Company, Inc. of San Leandro, California - Amount, $145,762.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0125 WD Award of WD Contract No. 1641--Laying of 6-Inch Ductile Iron Mains in Filbert, Mason, Union and Powell Streets - The Lowrie Paving Company, Inc. of South San Francisco - Amount, $119,835.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0126 WD Approving collection of claims for damages - Month of March 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0127 WD Completion of WD Contract No. 1631--Laying of 8-Inch Ductile Iron Main in Broadway, Battery, Filbert and Sansome Streets - $44,667.00, Debit Modification

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0128 WD Completion of WD Contract No. 1625--Excavation and Repaving for Water Service Trenches - $88,970.15, Debit Modification

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0129 WD — Lease to Philco-Ford Corporation for Satellite Antennae Research and Test Site - Rental: Minimum annual rental for 50 acres is $12,000 to a maximum of $30,000, plus adjustment based on Consumers Price Index

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0130 MR — Transit Improvement Program - Professional Services Agreement with DeLeuw, Cather and Company - Amount not to exceed $70,500,00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0131 MR — Compromise settlement of litigation - City and County of San Francisco vs. Gary W. Gross, et al Superior Court No. 645-422 - acceptance of $10,000

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0118-MR — Approving payment of claims against the Municipal Railway in total amount of $39,566.02

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Water Department Calendar Item No. 2--Award of WD Contract No.1643--Repair fences, Lombard Reservoir, was taken off calendar upon advice of the Controller. Matters pertaining to this type of construction are being held up while the Board of Supervisors reviews unexpended funds for the operation of the City for the balance of this fiscal year.

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Resolution No. 74-0129--authorizing execution of a 50-acre lease to Philco-Ford Corporation for purpose of developing a Satellite Antennae Research and Test Facility on Water Department property on the south shore of Calaveras Reservoir, Santa Clara County.

This lease replaces an existing license agreement with Philco-Ford which was authorized and adopted by Public Utilities Commission Resolution No. 73-0227 on July 24, 1973.

All terms and conditions of the proposed lease remain materially unchanged from the present license agreement.

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Resolution No. 74-0130--authorized execution of a professional services agreement under the Transit Improvement Program with DeLeuw, Cather & Company for the design and preparation of plans and specifications for Twin Peaks Tunnel repairs and ventilation work.

The amount of the contract will not exceed Seventy Thousand Five Hundred Dollars ($70,500).

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Crowley requested Dr. John M. Christensen, Assistant General Manager-Finance, to report on the status of Municipal Railway claims fund, the outcome of the trolley coach bid opening last Friday, and the potential effect of escalating prices on the Muni rectifier substation equipment bid.

Dr. Christensen said the status of Muni claims as of the end of the third quarter this fiscal year indicates a shortfall of $225,000 to $250,000. He explained that $2,272,000 of the $2.8 million available has been expended, leaving a $527,000 balance. Average monthly total payments have been running $252,000. Therefore, in 3 months the shortfall could be $230,000.

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Reporting on the status of the Muni fiscal affairs, Dr. Christensen forecast a positive balance of $450,000 at year end due primarily to unexpended platform wages during the 9-day strike and the increase in ridership.

Although there was a revenue loss of $473,000 during the strike period, the reduction of expenses during that same period was in excess of $800,000.

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Two bids were received Friday, April 5, for furnishing 208 trolley coaches with option for 135 additional.

1. Flyer Industries--low bid $71,990 for rebuilt motors; $73,950 for new motors, plus $4,000 additional for the 135 under 6-month option.

2. Flexible Company was $3,600 higher on the new coach bid.

The Urban Mass Transportation Administration approved grant was based on $40,000 per unit. The amendment which the Commission recently approved and submitted increased the estimate to $55,000.

Discussions were held with the president of Flyer, who has agreed from a negotiation standpoint, to meet the bid price of the 208 on the other 135, so City could save $545,000 on the total procurement by exercising the option immediately.

UMTA has indicated approval if funds are available, and discussions are being held with UMTA officials responsible for the allocation.

Bids were also received for the rectifier substations in the Muni's Power Improvement Program. Budgeted equipment was $3.5 million; low bid came in at $6 million. The price ranged from $6 million to $9 million. This is $2.5 million more than budgeted. The same relative increase shows in the trolley coaches.

Notice has been received that Boeing Vertol is withdrawing the offer for 8 additional subway-surface vehicles. The City still has the right to exercise the option on the 12 vehicles up to 120 days after delivery of the prototypes. The 12 optional cars were contained in the original contract covering 80 cars, whereas the additional 8 was a "gentlemen's agreement". Efforts are being made to have the company reconsider or enter into reasonable modifications.

Commissioner Byrne pointed out that material prices the last six months had gone up 30 to 40% and if the Wage Governing Board legislation expires, another 10% rise can be expected.

Dr. Christensen stated that for the Muni Power Improvement Program equipment it will be necessary to use the program's entire contingency fund just for the rectifier substations.

The Commission then discussed the effect of these rises on the contingency funds of the various Muni modernization programs.

Dr. Christensen said he believes it will be necessary to reestablish contingencies and come back to the Commission and UMTA for supplemental appropriations and amendment to the Federal grants. He said the undesirable economic situation is not peculiar to San Francisco--it is happening all over the country.

******

Commissioner Flynn requested a report on the number of filed Municipal Railway accident claims awaiting settlement, prayer amount, etc. He also requested a report on the number of litigated cases and the size of settlement compared with cities of comparable size in the United States; also, the number of claims settled out of court for comparative periods.

Mr. Crowley, and Demo Adams, Director, Bureau of Personnel and Safety, discussed measures being taken to improve Muni operators performance to reduce the accident rate.

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Mr. Crowley introduced George M. Duarte, newly-appointed Municipal Railway Deputy General Manager, Engineering and Planning.

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Roll Call

At Commissioner Berman's request, Mr. Moore, Acting Municipal Railway General Manager, reported on arrangements for the $11 Muni Fast-Pass, to go into effect May 1, 1974.

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THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0116

RESOLVED, That this Commission hereby awards to George Reed, Inc., P.O. Box 548, Sonora, California as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 486, Jones Point to Mather Road, Seal Coat, in the amount of $26,680, and that all other bids for this work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0119

RESOLVED, That this Commission hereby awards to George Reed, Inc., P.O. Box 548, Sonora, California, 95370 as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 495, Road Repairs, Highway 120 to Cherry Dam, in the amount of $29,975, and that all other bids for this work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APR 1 [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0120

WHEREAS, Pickering Lumber Company shares the use of the Cherry Valley Oil Road in the Stanislaus National Forest between Highway 120 and the Cherry Valley Dam, specifically known as No. 1N07, with the City and County of San Francisco; and

WHEREAS, Pickering has agreed to reimburse the City for extraordinary use of hauling large quantities of logs and rock; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the Road Repair Cost Agreement as submitted by the City for Pickering's execution.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APR 29 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0121

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections and damage claims which the Department has made against miscellaneous debtors during the month of February, 1974:

Bureau of Light, Heat and Power	$ 2,820.30
Bureau of Delinquent Revenue	1,163.91
Total Collections	$ 3,984.21

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0125

RESOLVED, That this Commission hereby awards to Underground Construction Co., Inc. 2600 Williams Street, San Leandro, California 94577 as the lowest responsible bidder, Hetch Hetchy Contract No. 493, 19th Avenue and Muni Right-of-Way, Junipero Serra Boulevard to St. Francis Circle, Underground Duct System, in the amount of $168,281.25, and that all other bids for this work are hereby rejected.

The technical defect in failure to fill in Sheet ST-123C, Manpower Utilization Projection, of the bid proposal is hereby waived.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0123

WHEREAS, The United States Forest Service shares the use of the Cherry Valley Oil Road in the Stanislaus National Forest between Highway 120 and the Cherry Valley Dam, specifically known as No. 1N07, with the City and County of San Francisco; and

WHEREAS, Costs of damage to the Roadway by extraordinary usage by the Forest Service and its contractors should be borne by them and not by the City; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the Road Maintenance Agreement and the Annual Maintenance Plan for the current calender year.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0121

WHEREAS, On March 28, 1974, bids were received for construction of Hetch Hetchy Contract No. 492, Market Street, 7th to 8th, Underground Duct System; and

WHEREAS, L. K. Comstock & Company, Inc., San Francisco, California, was the apparent low bidder in the amount of $144,477.25; and

WHEREAS, On March 29, 1974, we were advised by L. K. Comstock & Company, Inc., that they had discovered an error in three unit prices and asked that their proposal be withdrawn; and

WHEREAS, The City Attorney has advised us that the City cannot hold them to their proposal under the laws of the State of California under these circumstances and recommends that the Commission grant their request; now, therefore, be it

RESOLVED, That this Commission permit L. K. Comstock & Company, Inc., to withdraw their proposal; and be it further

RESOLVED, That this Commission hereby waives the technical defects in the extension of Bid Item 12 and the Total Amount for All Bid Items and hereby awards to Underground Construction Company, Inc., as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 492, Market Street, 7th to 8th Underground Duct System, in the amount of $145,762, and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0125

RESOLVED, That this Commission hereby awards to the lowest regular and and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1641 - Laying of 6-Inch and 8-Inch Ductile Iron Mains in Filbert, Mason, Union and Powell Streets - to The Lowrie Paving Company, Inc. in the net amount of $119,835.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ____________________

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0126

RESOLVED, That this Commission hereby approves collections, month of March 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $311.76, per list dated March 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 74

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0127

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $1,232.70; approves Final Payment in the amount of $8,272.88, in favor of W. L. Fairey under Water Department Contract No. 1631, Laying of 8-Inch Ductile Iron Main In Broadway, Battery, Filbert and Sansome Streets, and allows sixteen (16) working days unavoidable delay due to adverse weather conditions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0128

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $8,072.65; approves Final Payment in amount of $13,147.68, in favor of Lowrie Paving Company, under Water Department Contract No. 1625, Excavation and Repaving For Water Service Trenches.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ________________________________

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

WHEREAS, by Resolution No. 73-0074, adopted February 27, 1973, this Commission approved in principal and authorized negotiation with PHILCO-FORD CORPORATION of a 10-year lease, with two additional 5-year renewal options, on a 50-acre parcel of Water Department land in the southerly portion of Calaveras Reservoir area located in Santa Clara County, for the development of Satellite Antennae Test Site.

WHEREAS, in the negotiation for lease, PHILCO-FORD requested a License Agreement for the use of land in lieu of a lease, in order that an exemption may be obtained from Santa Clara County which requires a recorded 60-foot wide easement for access road to any newly subdivided lease parcel from existing County road.

WHEREAS, by Resolution No. 73-0277, adopted July 24, 1973, this Commission approved the terms and conditions and authorized the execution of a 50-acre License, as requested, to PHILCO-FORD CORPORATION for purpose of Satellite Antennae Research and Test Site.

WHEREAS, subsequent to the execution of said License, Santa Clara County has modified its requirements for access roads for new lease parcels, which now enables PHILCO-FORD to occupy land under Lease arrangement, and inasmuch as PHILCO-FORD is proceeding to expend substantial amount for capital improvements on the development of test site facility, PHILCO-FORD has requested said License be converted to a Lease.

WHEREAS, all terms and conditions of the proposed Lease remains basically unchanged from the said License,

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0129

NOW, THEREFORE, BE IT

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to cancel said License adopted by Resolution No. 73-0277 and to execute a Lease (a copy of which is on file with Commission Secretary), containing basically the same terms and conditions as the said License being cancelled and replaced, to PHILCO-FORD CORPORATION effective upon adoption of this resolution by Commission retroactive to August 1, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 9 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0130

WHEREAS, Proposals for Professional Services for the preparation of plans and specifications for Twin Peaks Tunnel repairs have been received and analyzed by the Transit Improvement Program Control Group; and

WHEREAS, After thorough evaluation of all proposals and interviews with the prospective professionals, the recommendation is made that an agreement be entered into with the firm of DeLeuw, Cather & Company, to provide the required services in a maximum amount of $70,500; now, therefore be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute an Agreement with the aforementioned firm to proceed with the design and preparation of plans and specifications for delivery to the Transit Improvement Program Control Group; and, be it further

RESOLVED, That execution of said Agreement shall be subject to the concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 76-0101

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves and authorizes compromise settlement of litigation of the Municipal Railway of the City and County of San Francisco vs. Gary W. Gross, et al, Superior Court #645-422, by acceptance of the sum of $10,000, and authorizes dismissal of said action.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of ____________________

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0118-MR 4-9-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Sheldon Slaten	73 C 0148-1 $10,000.00	9-6	9-11-73	A	$ 2,000.00
Margaret E. Sinclair	73 S 0206-1 $10,000.00	11-1	9-14-73	A	6,000.00
Litigated Settlements - CA Office					
Edith Aizenberg	70 B 0734-2 $100,000.00	19-3	10-7-70	A	6,175.00
Maurice Benderly	68 C 0393-1 $75,000.00	9-6+	11-15-68	A	2,000.00
Eddye Crapsey	71 C 0182-1 $150,000.00	5-9	9-30-71	A	9,000.00
Valentina Polienko	70 T 0585-1 $7,679.68	2-7	10-3-70 (Ry) or 10-2-70 (claim)	A	3,000.00
Mary Rossi	70 T 1747-1 $25,000.00	5-9	1-27-71	A	3,500.00
James Scanlon	68 B 0884-3 $25,000.00	15-3	9-29-68	A	2,000.00
Lillie Slaten	70 B 2040-5 $50,000.00	6-3	3-23-71	A	6,000.00

(Plaintiff Alzuma Alladin, in a companion case to Lillie Slaten, has agreed to dismiss action against City without payment, and City to dismiss cross-complaint against Alladin.)

Judgment

RESOLVED, That the portion of Resolution 74-0083-MR adopted 3-12-74, pertaining to costs of $108.98 on judgment payable to Robert Lee King II, be rescinded. (ED otherwise unchanged.) -108.98

$ 39,566.02

Appropriation 3.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 9, 1974.

John C. Farrell

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

FOR JANUARY 1974

ORAL L. MOORE

Acting General Manager

PUBLIC SERVICE

Muni Man of the Month

Mr. Dan W. Frazier, Ocean Division, is Muni Man of the Month for January. We are told that when he observes intending passengers running to catch his bus, he waits for them and greets them, as well as other boarding passengers, with a friendly "hello."

Dan can usually be found driving on the No. 11 Hoffman line. He has been with Muni for fifteen years.

TRANSPORTATION

Bus Zone Violations

A meeting was held with representatives of the Police Department. It was agreed that both the Police and the Muni Inspectors would make additional efforts to encourage motorists to stay out of bus zones. Also, autobiles that are parked in bus zones, where the illegal parking presents an accident hazard to transit operations, may be towed away at the Muni's request. In response to this effort, Muni operators who don't pull their buses completely into a clear bus zone will be cited by Muni Inspectors who witness the failure.

Clean Transit Vehicles

At each division an employee (but not a car cleaner) is charged with the task of daily inspecting the interiors of all transit vehicles that are to go into transit service. This check is done early enough so that deficiencies may be corrected by a car cleaner and the vehicle's departure for service isn't delayed beyond scheduled time.

TRAFFIC AND SCHEDULES

Naval Shipyard South Gate Closed

On January 13 the Navy permanently closed the South gate, which necessitated the following line changes:

Line No. 15 Navy Yard via Palou: Use regular route outbound to new terminal at 3rd & Palou thence via Palou, Hawes, Quesada, Crisp Road, Palou, Third and regular route.

Line No. 51 Navy Hard trips: Use regular route to Palou & Third thence via Palou, Hawes, Quesada, Crisp Road, Palou and regular route.

Effective January 21, due to requests from patrons, Line No. 15 Navy Yard outer terminal was changed from Palou & Third southbound toPalou & Third northbound and the terminal loop changed as follows: From Palou & third via Palou, Ingalls, Oakdale, Griffith, Palou to 3rd.

Baseball

Opening day for baseball is April 5, 1974. Preparation of schedules to accommodate patrons is now in progress. It is necessary to begin at this time because of the numerous different starting times and types of games, i.e., Weekdays, Saturdays, Sundays, Opening Day, Double Headers, etc. Additional work is involved due to several changes in starting times from last year.

	Last Year	This Year
Weekday night games	8:00 P.M.	7:30 P.M.
Saturday & Sunday	12:15 P.M.	1:00 P.M.
Double Header	12:15 P.M.	12:00 Noon

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1973-74	
Filed - prior months	1462	$23,216,557.70
Filed - January, 1974	214	1,934,379.10
Totals	1676	$25,150,937.80

	1972-73	
Filed - prior months	1331	$17,714,951.84
Filed - January, 1973	236	2,150,122.58
Totals	1567	$19,865,074.42

Above indicates an increase in both number of claims filed and amount over last fiscal year, 1972-73, at this time.

Claim Settlements

Budgeted: (1973-74)			$2,800,000.00
Settled--prior months	(866)	$1,516,082.07	
Settled--January	(180)	275,558.46	
Total	(1046)	$1,791,640.53	$1,791,640.53
Balance			$1,008,359.47

Special Report

A recent report to Mr. John C. Farrell, Assistant General Manager of the Public Utilities Commission, revealed our most frequent accident to be Code 8-3 accidents, which refers to a sideswipe collision with another vehicle traveling in the same direction. There were 536 of this type accident in the 1972-73 fiscal year.

This special report also indicated that the locations having the most frequent accidents during the fiscal year 1972-73 were Market Street between First and Van Ness Avenue and Mission Street between Fifth and 16th Streets.

PERSONNEL AND SAFETY

Accidents - December

The data for December 1973 wasn't available in time for the previous report; therefore, it is included in this one.

Total Accidents This Month		Increase or (Decrease)		Total Accidents July thru December		Increase or (Decrease)	
1973	1972	No.	%	1973	1972	No.	%
483	516	(33)	(6.4)	2,999	3,056	(57)	(1.87)

The Ocean Motor Coach Division had 8.7 traffic accidents per 100,000 miles -- the lowest rate of the six Transportation Divisions. This rate is also an improvement on their previous three-year average of 10.

The cable car Washington-Mason Division showed the most improvement with 15.6% fewer accidents for December than their three-year average.

Accidents - 1973 Calendar Year

Total accidents amounted to 5,864, which is an unfortunate increase of 49 (.8%) over the preceding year, which even had an extra day in it.

In terms of the fewest accidents per 100,000 miles, the best record is held by the Ocean Division with a 9.54 rate. The most improvement is shown by the Potrero Electric Trolley Division with an 8.9% decrease in comparison with their prior three-year average. The Ocean and Washington-Mason Divisions also showed rate decreases.

Accidents - January

Total Accidents This Month		Increase or (Decrease)		Total Accidents July thru January		Increase or (Decrease)	
1974	1973	No.	%	1973-74	1972-73	No.	%
689	475	214	45.1	3,688	3,531	157	4.4

The Ocean Motor Coach Division had 13.2 traffic accidents per 100,000 miles -- the lowest rate of the six divisions. This rate is unfortunately above their previous three-year average.

The Presidio Electric Trolley Division showed the most improvement with 12% fewer accidents for January than their three-year average. All other divisions showed an increase.

Complete accident statistics are presented in a separate monthly report that is submitted by the PUC Director of Personnel and Safety.

EQUIPMENT

Toronto Streetcars

Of the eleven streetcars purchased from the Toronto Transit System, six were placed in service during January. Two more should go into transit service during February, and the final three will follow during March.

WAYS AND STRUCTURES

Forest Hill Station

The heavy rains caused flooding in the station due to badly deteriorated drain pipes, which are located within the walls. (Refer to Transit Improvement Program paragraph on Forest Hill Station.)

California Cable Line

Old channel drains and their connections to the storm sewers were cleaned out. This work improved system performance and will be extended to the other lines.

Toronto Streetcar Testing

The track laborers helped out in the testing by loading and unloading sandbags into and out of the streetcars. The sandbags are used to simulate passenger-loaded streetcars to make tests of performance under loaded conditions.

Personnel

Superintendent Benford Brown and Foreman Frank Dominguez spent six days with Civil Service for the task of preparing and conducting oral examinations for the position of Trackman. Crews will hopefully be brought up to full strength as a result of this examination.

ACCOUNTING AND FINANCE

Revenue and Passengers

During January we served 9,595,760 passengers who paid $2,082,864.

Data for July through December 1973 is in the December report.

Lost and Found

Number of articles turned in:	778
Number of articles called for:	345
Number of articles returned:	107
Money turned in - cash & checks:	$1,693
Money returned - cash & checks:	$1,443

The above data indicates that if people would call Muni (558-3146) when their loss could have occurred on a Muni transit vehicle, more lost goods and money would probably be returned.

TRANSIT IMPROVEMENT PROGRAM

Tubbs Motor Coach Storage & Maintenance Facilities

On January 22, 1974, the San Francisco Municipal Railway Improvement Corporation received bids for the sale of $3 million of SFMRIC bonds to cover the cost of construction of Phase I of the new Tubbs Division facility to be constructed at 22nd & Indiana Streets. Seven bids were received and the lowest interest rate received was that submitted by the firm of Goldman, Sachs and Company of New York in the amount of 5.018088%. The PUC approved this interest rate and recommended to the SFMRIC that the bond sale be completed. Delivery of the bonds will require approximately four weeks after bid date. At that time the firm of Dan Caputo Co., Inc., the low bidder for the Tubbs facility, will be given the notice to proceed on February 21, 1974.

Cable Car Boarding & Fare Collection Installation

On January 21, 1974, Civic Design Committee of the Art Commission granted Phase II and III approval for the proposed installation of a boarding and fare collection installation at the north terminal of the Hyde Street cable car line. Plans and specifications for this contract will now be completed and submitted to the PUC and UMTA for approval and authorization for bid call. It is proposed to complete construction of this facility prior to the summer tourist season.

Re-railing Twin Peaks Tunnel

The Contractor, G. M. Shupe, Inc., for Contract No. MR-601R, the re-railing of the Twin Peaks Tunnel, has completed preparation of his assembly area, utilizing the M-Line right-of-way near Stonestown. This right-of-way was made available to the Contractor in order to expedite this re-railing project. This was accomplished by a shutdown of the M-line during the construction period of approximately 6-8 months and a substitution of bus service during this period. Preconstruction work in the form of surveys within the tunnel has been completed. Rails supplied by the City in 39-foot lengths have been welded by the Contractor into 117-foot lengths to facilitate the installation of the tracks.

Re-railing N-Line - 9th Avenue to 19th Avenue

The TIP Control Group furnished contract drawings to the Department of Public Works for inclusion in a contract for street improvement and other related projects and the re-railing of the N-Line between 9th and 19th Avenues. Due to the complex nature of this contract involving several activities, the DPW has been delayed in advertising this contract. It is expected that advertising for bids will be accomplished in February.

Other Re-railing Projects

Meetings have been held with neighborhood groups in the outer Sunset and Noe Valley districts relative to the proposed right-of-way treatment to be utilized on the L and J Lines respectively. It is proposed to use the raised semi-exclusive right-of-way treatment scheduled to be utilized for the N-Line on Judah Street.

Forest Hill Station

The architectural firm of Hunt & Company has been notified to proceed with the preparation of an engineering study of the Forest Hill Station. Included in the study will be three alternatives: 1) rehabilitation of the station within the available funds of approximately $1,900,000, currently budgeted in the TIP; 2) maximum rehabilitation of the station and its corresponding cost; 3) complete replacement and construction of a new station and the construction costs therefor. The study period is 60 days. After receipt of the study results, a decision will be made as to which alternative will be utilized.

Purchase of Railroad Ties

On January 28, 1974, the City's Purchaser of Supplies received bids for Contract MR-602R for the purchase of 57,500 timber cross ties for various re-railing projects. Three bids were received and the low bid was submitted by the firm of McCormick and Baxter Company at a price of $11 per tie for a total bid amount of $667,287.50, including sales tax. As in the case of rails, these ties will be City-furnished material for future re-railing contracts.

Grant Applications to UMTA

On January 8, 1974, the PUC held a public hearing on three proposed applications to UMTA for approval of funding for three programs; two of the applications are for amendments to existing programs. The first is an amendment to the Transit Equipment Program in the amount of $8,310,000 for a revised total program cost of $58,980,826. The second is an amendment to the TIP in the amount of $36,888,000, thereby increasing the revised total program cost to $80,056,000. The third application is for a new program known as the System Improvement Program. This program will include additional rolling stock for the Muni, additional re-railing projects, a track extension for the M-Line, a new Muni office building (to be included in a PUC building with the Water Department and Hetch Hetchy) and other ancillary system improvements. The amount of this program is $35,968,000. The above three applications will be eligible for 80% Federal financing thereby making the local share 20%. It is anticipated that UMTA approval will be received this spring.

HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: April 9, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

With the latest series of storms sweeping through the Bay Area and the Tuolumne River watershed area this month, it has now become a definite probability that both Hetch Hetchy reservoir and Lake Lloyd will fill completely and spill before the annual spring runoff is finished. This will mean maximum reservoir storage at the beginning of next fiscal year and will ensure optimum power generation through next winter. It has been five years since both major reservoirs filled completely and is an encouraging sign during this current energy shortage.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on April 1, 1974	Per Cent of Capacity	Storage in Acre Feet on April 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	164,492	46	44,428	12
Lake Lloyd	268,800	143,001	53	23,215	9
Lake Eleanor	27,100	3,690	14	2,110	8
	656,300	311,183	47	69,753	11

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was increased from approximately 83 to 144 mgd on March 6, 1974 and further increased from 144 to 160 mgd on March 9, 1974.

Power Production

During the Month of March, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 48.380, 71.891 and 56.355 million kilowatthours respectivly for a total of 176.626 million kilowatthours, having a value in excess of $1,235,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Preliminary design completed and will be submitted to the Division of Safety of Dams for review and comment.

HH-477 Moccasin Penstock Valve House. Continuing the preparation of plans and specifications for structure to enclose valves for protection and security against vandalism.

HH-486 Jones Point to Mather Road - Seal Coat. Bids were received and are being Reviewed.

HH-489 Second and Mission - Construct Manhole and Ducts. Plans and specifications have been submitted to UMTA for approval to advertise.

HH-490 Moccasin Spillway Stilling Basin Exporatory Core Drilling. Contract has been advertised for the exploratory core drilling. Bids will be received on April 4, 1974.

HH-491 Fillmore Street Hayes to Bush-Underground Power Facilities. Plans and specifications are scheduled to be submitted to UMTA in April 1974.

HH-492 Market Street - 7th Street to 8th Street - Underground Duct System. Bids were received and are being reviewed.

HH-493 19th Avenue and Muni Right-of-Way - Junipero Serra Blvd. to St. Francis Circle Underground Duct System. Bids were received and are being reviewed.

HH-495 Road Repairs - Highway 120 to Cherry Dam. Bids were received and are being reviewed.

HH-496 Ecker and Stevenson Streets - Underground Duct System. Plans and specifications are scheduled to be transmitted to UMTA in the latter half of April.

San Joaquin Pipeline No. 3. Internal inspection was made of San Joaquin Pipeline No. 3. The invert of the concrete pipe and cement lined steel pipe portions are eroding. Steel pipe portion with coal tar enamel lining shows no sign of eroding. The section of pipeline under the San Joaquin River will be inspected as soon as the pipeline has been dewatered.

POWER IMPROVEMENT PROGRAM

Electrification Project

Our consultant, PBGH, continued collecting data and working on preliminary design. The preliminary report is expected by April 15, 1974.

Substation Project

Our consultant, Bechtel, began detailed design work on the first group of substations, namely Downtown, Civic Center, Church and Laguna Honda. The 30% review submittal is due in the latter part of April.

Information on the Carl Substation was presented by Hetch Hetchy and Planning Department staffs at meetings of Haight Ashbury Neighborhood Council and the Haight Ashbury Improvement Association.

Negotiations are underway by City Real Estate Department to acquire use of a portion of the PG&E Randolph Substation property as an alternate to the use of the City-owned "Open Space" area along Brotherhood Way.

Substation Project (cont)

A draft Environmental Impact Report was filed with City Planning Department for their evaluation of the degree of environmental impact on the three sites (Laguna Honda, Carl and Randolph) not covered by their Negative Impact Declaration of January 1974.

Schematic designs prepared by Bechtel, Inc. for six new substation buildings were reviewed by the Civic Design Committee of the City Art Commission.

Bids were received by the Purchaser on March 29, 1974 for the transit power substation equipment and are being reviewed.

Control and Communications Project

Negotiations continued with Systems Control, Inc. for engineering design services on this part of the work.

Feeder Undergrounding

Work continued on the plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations. Bids were received on two contracts, HH-492 and HH-493, on March 28, 1974. (See Hetch Hetchy Engineering section).

TRANSIT POWER ENGINEERING

Meetings were attended at the City Engineer's office relative to the modification of Market Street Reconstruction work necessary to permit operation of Muni Railway vehicles from Post Street onto Market Street and returning on Sutter Street. Alternate schemes were reviewed, and tentative layouts and cost estimates were made for the required trolley coach overhead wiring.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Repair of operators is scheduled to begin on May 15, 1974, after pipeline #3 has been repaired and put in service.
HH-467	Holm Powerhouse Penstock Protection	145,855	0	100	100	Agreement and work were accepted by PUC on 2/26/74.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	0	0	50	Contractor awaiting material delivery.
HH-475	San Joaquin Pipelines Encasement at Highway 99	181,111	17	99	98	Contractor has completed all concrete work and began backfilling around manholes.
HH-478 Informal	Moccasin & Red Mountain Bar Insulate Metal Buildings	3,023	100	100	70	All work was completed on March 5, 1974.
HH-481	Moccasin House - Ceiling Insulation	6,230	0	0	51	Contractor is scheduled to start work on March 25, 1974.
HH-488	Installation of San Jose Avenue Storage Track	10,800	0	100	100	Final payment approved by PUC on March 26, 1974.
HH-486	Seal Coat - Jones Point to Mather					Bid call authorized by PUC on March 12, 1974. Bids to be opened on April 1, 1974.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-490 Informal	Moccasin Spillway Stilling Basin-Exploratory Core Drilling					Bids opening is scheduled on April 4, 1974.
HH-492	Market Street - 17th to 8th Underground Duct System					Bids were opened March 28, 1974. L.K.Comstock Co. Inc. apparent low bidder of $145,021. Six bids received.
HH-493	19th Ave. and Muni Right-of-Way Junipero Serra Blvd. to St. Francis Circle Underground Duct System					Bids were opened March 28, 1974. Underground Const. Co. Inc. apparent low bidder at $172,365.75. Eight bids received.
HH-495	Road Repairs - Highway 120 to Cherry Dam					Bid call authorized by PUC on March 12, 1974. Bids to be opened on April 1, 1974.
M/TID HH-5	River Road	111,900	27	92	100	Contractor installing down drains and placing A.B. at various locations as required.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0024	Van Ness Street Station	0	100	All work completed. Subject to final approval.
1S0032	Church Street Station	5	45	Routine maintenance - install conduit.
1S0033	Castro Street Station	5	45	Routine maintenance - install conduit.
1S3022	Civic Center Mezzanine Extension	0	99	Awaiting reply from PBTB on conduit entering manhole #97 and #98.
1S3051	Embarcadero Mezzanine	0	40	Routine maintenance.
1S3026	Civic Center Station Entrance No. 3	10	30	Routine maintenance. Install ground system for future substation equipment.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFUCATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	5	55	Contractor removing Path of Gold poles on Market Street.
2	Front to Fifth	10	40	Relocate overhead lines at Third and Market to conform to new traffic plan.
2A	Stuart to Spear	0	100	All work completed. Subject to approval.
2B	Fremont to First	0	0	No work started as of this date.
3	Eighth to McCoppin	0	5	Contractor awaiting materials to proceed with duct bank and manhole modification.
4	Grant to Stockton	0	1	Overhead line relocation schedule was submitted by the Contractor and was returned to DPW Resident Engineer with our comments.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

April 3, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 50,125.05	2	6		
WD-1522	Building for Experimental Water Treatment Microstrainer near Sunol, California	15,391.85	12,625.33	91	100		Waiting for circuit breaker.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	3,269,557.22	78	75	85	Delayed by rain. Work is now progressing at normal rate.
WD-1595	Structural and Walkway Repairs to Dumbarton Pipeline Bridge	255,468.00	10,633.47	5	48		
WD-1600	Construction of Centralised Data Acquisition and Control System for C.D.D.	322,905.00	46,461.60	16	92	166 c.d.	The Contractor now has most of the system equipment at his plant & expects to begin installation soon at the designated facilities.
WD-1619	Laying of 16" D.I. & 18" Steel Mains in Turk & Filbert Sts.	205,487.00	12,901.46	10	100	67	Contractor has been advised fittings are now available.
WD-1626	Excavation and Repaving for Water Service Trenches	55,458.00	5,458.04	28	53	30	Contractor's work force inexperienced; continuing to fall further behind schedule.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

April 3, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED		WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REASONS
				Actual	Scheduled		
WD-1632	Laying of 6" & 8" D.I. Mains in Gough, California & Sacramento Streets	$ 99,627.00	$ 13,104.67	58	60	2	Inclement weather.
WD-1636	Cement Mortar Line 16", 20", 22" & 24" Pipe in Battery, Sansome, Scott & Other Streets	324,140.00	0	33	55	21	Contractor making up lost time.

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1594	Laying of 16" D. I. Mains in Judah and Irving Streets	March 29, 1974

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

April 23, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-62

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Oliver M. Rousseau, Joseph J. Diviny, Henry E. Berman

The minutes of the regular meeting of the Commission held on April 9, 1974 were approved. Commissioner Rousseau abstained from voting as he was absent from the April 9th meeting.

RESOLUTION NO.

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0132 H

Bid Call, HH Contract No. 489--Power Improvement Program-Construct Manhole and Ducts, 2nd and Mission Streets

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0133 H

Bid Call, BLHP Contract No. 188--Maintenance and Repair of City-owned Street Lighting System, Fiscal Year 1974-75

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0134 H

Bid CAll, BLHP Contract No. 189--Scheduled Relamping of City-owned Street Lighting System, Fiscal Year 1974-75

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0135 H

Power Improvement Program - Amendment to agreement with BART for Church Street Substation

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0136 H

Approval of Department of Public Works' proposal for street lighting on Minnesota Street

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Rousseau, seconded by Byrne, the following resolution was adopted:

74-0137 W

Bid Call, WD Contract No. 1652--For the Repaving of Street and Sidewalk Openings for San Francisco Water Department for Fiscal Year Ending June 30, 1975

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0138 W

Rejection of all bids received - WD Contract No. 1643--Repair Fences, Lombard Reservoir, San Francisco, California

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0139 W

Award of WD Contract No. 1637--Reconditioning Baden-Merced Pipeline between San Pedro Road, Daly City and Brotherhood Way, San Francisco - Ameron, Inc., Pipe Lining Division - Wilmington, California - Amount, $132,939.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopdted:

74-0140 W

Award of WD Contract No. 1629--Excavation and Repaving for Water Service Trenches, to Lowrie Paving Company, Inc., of South San Francisco - Amount, $125,380.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0141 W

Award of WD Contract No. 1638--Laying of 6-Inch and 8-Inch Ductile Iron Main in Jackson, Kearny and Filbert Street - McGuire and Hester, Oakland - Net amount, $80,845.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0142 M Supplemental Appropriation - $89,478 Mandatory Fringe Benefits - Platform - Municipal Railway

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0143 M "Fast Pass" Distribution Agreement

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0144 M Extension of Agreement with William Eaton for arbitration services under TWU/MR Memorandum of Agreement

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the resolution was adopted:

74-0145 M Approving payment of claims - Municipal Railway - Month of March 1974 - $38,789.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0146 M Award of MR Contract No. 611 - Transit Improvement Program - Victorian Park, Cable Car Boarding Facilities - Charles O. Jones Company, Inc. - San Francisco - Total amount, $136,000.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0147 M Write-off uncollectible Municipal Railway change funds

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny,
Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0148 M Bid Call - Municipal Railway vending machine agreement

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0149 M Approving compromise settlements and collections of damage claims - March 1974 - Municipal Railway

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

On motion of Diviny, seconded by Rousseau, the following resolution was adopted:

74-0132-MR Approving payment of claims against the Municipal Railway in total amount of $57,200.00

Vote: Ayes-Flynn, Byrne, Rousseau, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Water Department Calendar Item No. 2--Award of WD Contract No.1643.

Secretary John C. Farrell explained that this item was removed from the April 9 calendar upon notice by the Controller that funds were "frozen" pending a Board of Supervisors review of unexpended funds for the operation of the City for the balance of the fiscal year. Since Water Department funds budgeted for the project are still frozen by the Board's Action, the contract cannot be awarded within the 30-day time requirement. It was recommended, therefore, that all bids be rejected. Thereupon Commissioner Diviny moved and Commissioner Berman seconded and Resolution No. 74-1038 was unanimously adopted rejecting all bids on Water Department Contract No. 1643 due to unavailability of funds.

It was emphasized by Arthur H. Frye, Jr., Water Department General Manager and Chief Engineer, that Contract No. 1643 is an essential high priority item involving safety and protection from vandalism. The project must be undertaken in the near future.

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Following adoption of Resolution No. 74-0141--awarding the Water Department Contract No. 1638--Commissioner Flynn asked for an explanation of the processes under which the Board of Supervisors Budget and Governmental Efficiency Committee were screening the various contracts.

Dr. John M. Christensen, Assistant General Manager, Finance, said funds were frozen; early in April the Water Department, Hetch Hetchy and Muni were called in to justify each line item. The Hetch Hetchy and bulk of Muni monies were released. However, the Water Department funds continued to be frozen. When Mr. Frye pointed out that unless the Water Department had the ability to release contracts, people would be laid off, the Committee instructed the Controller to release those contracts necessary in order to keep the forces employed. (Calendar item No. 2, WD Contract No. 1643--fencing the Lombard Reservoir--did not involve Water Department personnel.)

Commissioner Flynn asked Mr. Crowley to project his thoughts into the future. Whereupon Mr. Crowley stated that everything hinges on the revenue of approximately $5 million anticipated from the State of California as a result of condemnation of Water Department lands for Route 280. Some members of the Board of Supervisors want that money turned over to the General Fund.

William F. Bourne, Public Utilities General Counsel, stated that since 1926 the opinions of City Attorneys John J. O'Toole and Dion R. Holm, and again in May, 1972, Thomas M. O'Connor, all advised that the eminent domain funds of the Water Department may not legally be transferred to City's General Fund unless all of the legal conditions of Charter are fulfilled.

Mr. Crowley stated the latest opinion from the City Attorney's Office dated April 18, 1974, enunciated the same conclusions; however, Board of Supervisors President Dianne Feinstein claims that with this particular document the City Attorney had a conflict of interest because the opinion was signed by the Public Utilities General Counsel.

Mr. Bourne explained that the document was an opinion from the City Attorney's Office, and that Mr. O'Connor was aware of it and that the matter had been fully discussed with him. Mr. Bourne stated further that his signature has been removed and Mr. O'Connor has signed the document.

Mr. Crowley said a subcommittee of the Board's Budget and Governmental Efficiency Committee meeting will be held tomorrow, April 24, at 2 p.m., at which time the opinion will be presented.

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Resolution No. 74-0143--approving form of Municipal Railway Fast-Pass distribution agreement with business houses to allow for the sale of the $11 Monthly Fast-Pass, including a 10-cent service fee for each monthly pass sold through the outlets.

Oral L. Moore, Acting General Manager of the Municipal Railway, reported on the coverage of the outlets in the City.

Kenneth J. Schmier, 4424 Fulton Street, promoter of the Monthly Pass, felt that more banks and savings and loans should be contacted to handle the passes. He also pointed out that the advertising on the coaches was hard to read.

Mr. Crowley said that financial institutions had been contacted and that he wanted the widest possible distribution--all possibilities had not been exhausted at this time. Insofar as the advertising on the coaches is involved, the matter of poor quality of paper would be looked into.

James H. Leonard, Assistant to the General Manager and Director, Bureau of Public Service, said that the Muni has a good advertising and promotion program underway and has received excellent coverage, considering it is the first month. The response from window card and leaflet distribution has been good. Sales are going well, even without the 10-cent commission.

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Resolution No. 74-0132-MR--approving payment of claims against Municipal Railway.

Commissioner Byrne requested that a tabulation of all prior claim settlements awarded involving each driver be included in information material submitted to the Commissioners in connection with claims items.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Crowley was happy to report that John M. Woods, retiring Municipal Railway General Manager, will soon be released from Torrance Memorial Hospital.

Mr. Crowley announced that the Public Utilities Commission would appear before the Board of Supervisors' Budget and Governmental Efficiency Committee at 2:00 p.m., April 24, to review the 1974-75 fiscal year budget.

Commissioner Flynn stated he wished to go on record that he was unalterably opposed to any member of the Board of Supervisors trying to use his official power to threaten the Commission in order to obtain funds from the Utility Departments for the General Fund.

Commissioner Berman said he subscribed to the same position and offered to appear at the budget hearing in support of Mr. Crowley and the department managers.

******

Roll Call:

All Commissioners passed.

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THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0132

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. [illegible]
Construct Manhole and Ducts
2nd and Mission Streets

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Classes 1(b) and 1(d), as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0133

RESOLVED, That this Commission approves the plans and specifications and hereby authorizes Bid Call as follows: Bureau of Light, Heat and Power Contract No. 188 - Maintenance and Repair of City-owned Street Lighting System, Fiscal Year 1974-75. and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under classes 1(b), 1(d) and 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 23 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0134

RESOLVED, That this Commission approves the plans and specifications and hereby authorizes Bid Call as follows: Bureau of Light, Heat and Power Contract No. 189 - Scheduled Relamping of City-owned Street Lighting System, Fiscal Year 1974-75. and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under classes 1(b), 1(d) and 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 23 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0135

WHEREAS, By Resolution No. 72-0243 the Public Utilities Commission authorized Hetch Hetchy Water and Power to enter into an agreement with BART for the construction of the vault for the Church Street rectifier substation at an estimated cost of $153,240; and

WHEREAS, The estimated cost included certain work involving duct lines and manholes for future feeder cables from the substation to the surface streetcar and trolley coach lines on Church Street; and

WHEREAS, The construction of the duct lines and manholes was not included in the BART contract due to requirements not being finalized at that time; and

WHEREAS, The requirements now have been determined and it is desirable to have the work performed in the BART contract during street restoration; now, therefore, be it

RESOLVED, That Hetch Hetchy Water and Power is hereby authorized to amend the agreement with BART to include the additional work at an additional estimated cost of $105,000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 23 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0136

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing two mercury vapor street lights on Minnesota Street, just south of Twenty-Second Street as depicted in their Drawing SEL-5044; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Minnesota Street, just south of Twenty-Second Street with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 23 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0137

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1652 - For the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1975

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(c) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0138

WHEREAS, The Controller at the request of the Board of Supervisors has advised that he would not approve funds for this project;

BE IT FURTHER RESOLVED, That this Commission hereby rejects all bids received on March 28, 1974 for Water Department Contract No. 1643, Repair of Fences, Lombard Reservoir, San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 23 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0139

RESOLVED, That this Commission awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1637 - Reconditioning Baden-Merced Pipeline between San Pedro Road, Daly City and Brotherhood Way, San Francisco - to Ameron Inc., Pipe Lining Division in the amount of $132,939.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 2

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0140

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1629 - Excavation and Repaving for Water Service Trenches - to Lowrie Paving Company, Inc., in the amount of $125,380.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 71-0141

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1638 - Laying of 6-Inch and 8-Inch Ductile Iron Main In Jackson, Kearny and Filbert Streets - to McGuire and Hester in the net amount of $80,845.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0142

WHEREAS, The Board of Supervisors may annually establish the dollar value difference between vacation, retirement, and health service benefits provided by the City Charter provisions and like benefits provided in the two transit systems used for wage certification as set forth in Charter Section 8.404; and

WHEREAS, The dollar value difference for fiscal year 1973-1974 has been established at $3,689,478 by Board of Supervisor's File No. 104-73-3; and

WHEREAS, Funds appropriated for the payment into the Transport Workers Union San Francisco Municipal Railway Trust Fund is $3,600,000; therefore be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of the Municipal Railway's request for a supplemental appropriation of $89,478 to the credit of the following appropriation:

3.735.863.000.000 Mandatory Fringe Benefits $89,478

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 71-0143

WHEREAS, This Commission has approved the sale of an unlimited ride $11 Monthly Pass by the Municipal Railway; and

WHEREAS, It is necessary and convenient to supplement mail order sales and sales through Municipal Railway Operating Divisions by offering Monthly Passes for sale in various neighborhood business outlets; and

WHEREAS, The City Attorney has approved the form of a Sales Agreement drafted by the Municipal Railway; now, therefore, be it

RESOLVED, That this Commission approves the terms and conditions of Municipal Railway Distribution Agreement and hereby directs the General Manager of Public Utilities, through the Municipal Railway Management, to enter into distribution agreements with such representative business houses as are deemed necessary and convenient to provide adequate distribution outlets for the sale of Monthly Municipal Railway "Fast Passes"; and be it further

RESOLVED, That this Commission approves the payment of a ten cent (10¢) service charge for each Monthly Pass sold through the aforementioned distribution outlets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL [illegible]

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0144

WHEREAS, the Public Utilities Commission in its Resolution No. 73-0170, dated May 8, 1973, authorized execution of a Letter Agreement with William Eaton to serve as impartial hearing officer in all advisory arbitration proceedings pursuant to the provisions of Section XVI of the current Memorandum of Agreement, dated December 3, 1968, between the San Francisco Public Utilities Commission, the Transport Workers Union of America, AFL-CIO and Local 250-A, Transport Workers Union of America (hereafter collectively called the Union), for a one-year period unless extended by mutual agreement; total sum not to exceed Ten Thousand Dollars ($10,000) for the year's term; Commission and the Union each to pay its prorata share of said arbitrator's fees; and

WHEREAS, said Agreement expires on May 8, 1974, and it has been determined that it would be advantageous to extend the terms of the contract; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the extension of this contract for one year to May 8, 1975, under the revised terms and conditions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No: 74-0145

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $38, 789.39, made by the Municipal Railway, month of March, 1974, per Revolving Fund Payment Requests Nos. 6713, 6733, 6736, 6750, 6756 and Request for Warrant Nos. 73-100, 73-103, 73-105, 73-106, 73-110.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APR 23 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0146

RESOLVED, That this Commission hereby awards to Charles O. Jones Co., Inc., 49 Zoe Street, San Francisco, California, 94107, the lowest regular and responsible bidder, Municipal Railway Contract No. MR-611, Victorian Park - Cable Car Boarding Facilities, in the total amount of $136,000.00, and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ______________________

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0147

WHEREAS, This Commission by Resolution 68-0734 directed the General Manager of Public Utilities to proceed in the most expeditions manner to put into effect as quickly as possible a "Ready Fare" Program for the Municipal Railway; and

WHEREAS, The Board of Supervisors by Ordinance 269-68 provided for the expeditious inauguration of a Ready Fare Program by the Municipal Railway; and

WHEREAS, Subsequent to implementation of the Ready Fare Program amounts in Farebox Operating Change Funds advanced to operating Personnel have proven uncollectible after all reasonable collection measures have been exhausted; now therefore, be it

RESOLVED, That this Commission, on the Recommendation of the General Manager of Public Utilities and the Acting General Manager of the Municipal Railway hereby approves the write-off as uncollectible the amount $1,039.53, representing uncollected portions of change funds advanced to former Municipal Railway Employees for Municipal Railway list of April 15, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APR [illegible]

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0148

WHEREAS, This Commission desires to include in one agreement the operation of all Vending Machines in Municipal Railway Buildings and spaces under its jurisdiction within the City and County of San Francisco; and

WHEREAS, The current contract for this purpose expires June 30, 1974; now, therefore, be it

RESOLVED, That the General Manager of Public Utilities be and he is hereby authorized to call for bids for the exclusive operation of a vending machine service in Municipal Railway Buildings and spaces under the jurisdiction of the Public Utilities Commission for a one year period beginning July 1, 1974, with provision for a one year extension.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APR [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0149

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of March 1974 - total amount billed: $3,696.04, total compromise settlements: $2,605.17 - and approves Collections, month of March, 1974, amount of $3,254.37, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of April 3, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

John C. Farrell

Secretary and Assistant General Manager

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

May 14, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-70

Call to Order: 2:40 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

The minutes of the regular meeting of the Commission held April 23, 1974, were approved.

RESOLUTION NO.

On motion of Diviny, seconded by Berman, the Commission ratified the following resolution approved by telephone poll of the Commission on May 3, 1974:

74-0150 M Ratification of Award of MR Contract No. 708--Potrero Bus Yard, New Trolley Bus Washer, to Wiegand Engineering Corporation - Fort Worth, Texas - Lump sum amount, $31,999.00.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0151 H Bid Call, HH Contract No. 484--Replace Interior Lighting System, O'Shaughnessy Dam

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0152 H Completion of HH Contract No. 475--San Joaquin Pipelines Encasement at Highway 99 - $179,596.56, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0153 H Approving collections of damage claims by Bureau of Light, Heat and Power - Month of March 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0154 W Bid Call, WD Contract No. 1644--Construction of Protective Handrails at San Andreas Water Filtration Plant (in San Mateo County)

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0155 W Bid Call, WD Contract No. 1656--Stanford Heights Reservoir Remedial Landscaping, Agua Way, San Francisco

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0156 W Modification of WD Contract No. 1528--Valve Motorization, Lake Merced Pump Station and Crystal Springs Outlet Towers - Monterey Mechanical Company, contractor - $742.00 debit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0157 W Completion of WD Contract No. 1594--Laying of 16-Inch Ductile Iron Main in 34th Avenue, Judah to Irving Streets and in Irving Street, 34th to 45th Avenues - $178,014.18, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0158 W Approving collection of claims for damages - month of April 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0159 W Bid Call, WD Contract No. 1653--Laying of 12-Inch Ductile Iron Main in Newhall Street between Evans and Galvez Avenues

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0160 W Bid Call, WD Contract No. 1602--Laying of 12-Inch Ductile Iron Main in Folsom, Main, Harrison and Other Streets

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0161 W Write-off of accounts receivable, Month of February 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Commissioner Byrne was excused at 3:30 p.m.

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0162 M Route extension MC Line 28 Nineteenth Avenue to the Marina District - inclusion of weekend service, 90-day trial period

Vote: Ayes-Flynn, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0163 M MC Line 55 Sacramento - permanent route change due to street closing

Vote: Ayes-Flynn, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0164 M MC Line 85 Downtown Shoppers Shuttle - route change

Vote: Ayes-Flynn, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0165 M Setting date of May 28, 1974 for public hearing - Fare to be charged delegates to International Lions Club.

Vote: Ayes-Flynn, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0166 GO Approval of Requests for Transfer of Funds $10,000 or Less, and Allotments - Third Quarter 1973-74

Vote: Ayes-Flynn, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0150-MR Approving payment of claims against the Municipal Railway in total amount of $98,644.98

Vote: Ayes-Flynn, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Special Order of Business 2:30 p.m.

NORTHWEST SAN FRANCISCO RAPID TRANSIT EXTENSION STUDY

Presentation of five concepts of transit alternatives for the Geary Corridor

by Daniel, Mann, Johnson & Mendenhall (DMJM), Consultants

Utilities General Manager John D. Crowley, Chairman of the Board of Control for the Northwest San Francisco Rapid Transit Extension Project (NWX), introduced William F. Hein of BART, NWX Project Director, who explained the study and its purpose.

Started one and a half years ago and funded mostly by Federal money, NWX is a coordinated effort by BART, Metropolitan Transportation Commission and City and County of San Francisco to study alternative transit concepts applicable to the Northwest corridor of San Francisco. The Board of Control of the project is composed primarily of representatives of BART, the San Francisco Board of Supervisors, and Metropolitan Transportation Commission.

A similar study--the Golden Gate Corridor Project--concerns movement of commuters from North Bay counties to and through San Francisco. The Northwest study is concerned primarily with movement of residents within the Northwest Corridor and their interconnection with the regular system and BART.

Coordination between NWX and the Golden Gate Corridor study has raised several issues:

1) Can the City and region afford and expect to receive significant amounts of Federal funds for two separate agencies?

2) Are there ways the two can be combined to reduce the costs? If so, how can costs be shared? What benefits would be received by the corridor residents?

3) Will requiring North Bay commuters to transfer to a Muni system in the Geary Corridor force people back into their cars, or will it actually improve transit? What would impact be on residents of Geary Corridor?

4) Are major new facilities required?

Mr. Hein introduced Charles T. Blair, Vice President of DMJM, who explained the background of the study--the objectives of the project and the planning processes used in the development of the concepts.

Original policy issues were identified and criteria established by which the various alternatives could be investigated. Over a period of several months the study team of consultants worked very closely with residents and other citizen representatives of the area to develop ideas which would be incorporated in the concepts. The study team also worked with the technical representatives of related City and regional public agencies.

Over 40 alternatives were explored and developed of which 5 were finally selected for submission.

Richard W. Smith of DMJM, project planning director, gave a brief description of the social and physical characteristics of the Geary corridor, and then reviewed the transit alternatives proposed. These ranged from an improved bus system to a streetcar/subway combination, to a full subway system.

CONCEPT 1: THE EXISTING MUNI SYSTEM
serving the Geary Corridor is used by the study as the basis for comparison against which plans for transit improvements are measured. Should there be no need for changes in the transit system, the study could recommend that the present system remain as it is.

CONCEPT 2: IMPROVED BUS SYSTEM
Buses would receive preferential treatment on Geary, major east-west streets--California, Sutter, Turk, Hayes, Balboa--and major crosstown streets--Divisadero, Fillmore and Polk. Transit preference means that the flow of transit vehicles is improved by some combination of limiting on-street auto parking, restricting auto turns, synchronizing traffic signals or limiting commercial vehicle access.

CONCEPT 3: SUBWAY/SURFACE CAR FOR GEARY
In addition to the transit preferential bus system, a limited-stop streetcar would be introduced on Geary, which would become a subway from Cathedral Hill to Downtown. This would connect with the Muni Market Street subway at Market and Montgomery, and the Transbay Terminal.

CONCEPT 4: RICHMOND SURFACE LINES/SUBWAY
Three street level lines begin in the Outer Richmond. The Geary surface car would go underground at 17th Avenue, becoming a subway continuing Downtown. Transit preference streetcars on California and Balboa would comprise two "wings" to the system, becoming subways at Masonic and merging with the Geary line feeder service east of Masonic. A new Downtown connection at the Southern Pacific Station is added.

CONCEPT 5: SUBWAY FROM 47th or 17th AVENUE
In this transit concept the subway begins at 47th Avenue or, as in Concept 4, begins as a streetcar and becomes a subway at 17th Avenue. Essential to the subway proposal is a system of feeder bus routes which bring people to and from the subway stations and provide local service.

Wallace Dela Barre of DMJM gave cost estimates and operating and capital expenditures estimated for each concept.

At the conclusion of the presentation, Mr. Blair announced that a public meeting to discuss the five possible transit plans will be held on Thursday, May 23, at 7:30 p.m. at the Fireman's Fund Auditorium, 3333 California Street.

Discussion then followed:

Commissioner Flynn questioned Mr. Dela Barre as to the method of arriving at the estimated costs; whether operating costs acceleration was included in those concepts with 8 to 10 year development period.

Mr. Dela Barre said that acceleration was taken into account wherever possible. The costs, however, are quoted in raw 1974 dollars. The difference between the concepts stems from the different mixture of vehicles and relative productivity of that vehicle; i.e., in concept 5, 50 per cent more people are being carried than in concept 1. Also, in terms of cost per passenger, or seat mile, concepts 4 or 5 would be substantially less costly than 1, 2, or 3.

Commissioner Berman questioned Mr. Smith about the operation of Concept 4 and the linking up of the three-pronged system.

Commissioner Flynn noted the high percentage of elderly residents in the Geary Corridor--15 per cent over 65 years of age--and the effect this would have upon the operation.

Mr. Crowley stated that he supports a low-cost Muni improvement plan which would not involve disrupting and tearing up the City streets at this time. With BART yet to come through the Bay tube, Muni-Metro still to go underground, and Golden Gate Transit stymied for lack of funds, Mr. Crowley said he favors concentrating on Concept 2--embellishing the present bus system.

He pointed out that with Marin County's no-growth policy, and the Richmond District bordering on a no-growth policy, the 1990 daily passenger projections were questionable. Would there be sufficient patronage to demand a financial expenditure by San Francisco of $300 or $400 million in tax dollars, without any participation by neighboring counties?

Mr. Crowley said it appeared advisable at this time to move slowly and yet positively, to develop Concept 2 without too much cost, and then look "down the pike," into the future with regard to heavier expenditures.

Inasmuch as the presentation was for information purposes only, no action by the Commission was required.

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Commissioner Byrne was excused from the meeting at 3:30 p.m.

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Resolution No. 74-0162--adding weekend service to MC Line 28 Nineteenth Avenue extension to the Marina District, for a 90-day trial period.

Oral L. Moore, Municipal Railway Acting General Manager, said that since initiation of the trial extension of this route to the Marina on weekdays, numerous requests have been received from the patrons to extend this service to weekend and holiday operation.

This action by the Commission authorizes the weekend trial service and also approves adding more buses to the line to meet the extended schedule and to accommodate the steadily increasing patronage.

******

Resolution No. 74-0165--setting Tuesday, May 28, 1974, as the date for public hearing to consider request for reduced fare on the Municipal Railway for delegates to the International Lions Club Convention, July 3-7, 1974. Expected attendance: 40,000

Mr. Crowley stated that as this request for special fare was received from two members of the Board of Supervisors -- Supervisors Quentin Kopp and Peter Tamaras, it is recommended that a public hearing be held to determine the people's wish. If after the hearing, a fare revision is approved, it is then forwarded to the Board of Supervisors who will also hear the matter publicly. A two-thirds vote of the Board is necessary to reduce any fare.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Crowley introduced Lawrence B. Martin, newly-elected president of Transport Workers Union, Local 250A.

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Roll Call:

Commissioner Diviny requested a report on the Municipal Railway $11.00 monthly "Fast Pass", which commenced May 1, 1974.

Mr. Moore said that the results are not yet complete for May sales, but so far over 12,000 passes have been sold. The program has been very well received, and system-wide it appears there has been some increase in traffic.

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Commissioner Flynn complimented Public Service Director James H. Leonard on the latest batch of Muni service schedules. Mr. Leonard stated that 38 lines have been covered to date.

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THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0150

RESOLVED, That this Commission hereby awards to Wiegand Engineering Corporation, 2109 Brennan Avenue, Fort Worth, Texas, the lowest responsible bidder, for Municipal Railway Contract No. MR-708, Potrero Bus Yard, New Trolley Bus Washer, for the lump sum amount of $31,999.00, and that all other bids for the above described work are hereby rejected.

ADOPTED

Ayes: Commissioners Flynn, Byrne,
and Berman

Noes:

Abstaining:

Absent: Commissioners Rousseau, Diviny

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission by telephone vote on May 3, 197 and ratified

at its meeting of MAY 14 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0151

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 484

O'Shaughnessy Dam

Replace Interior Lighting System

and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 for repair of existing facilities, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0152

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 475, San Joaquin Pipelines Encasement at Highway 99, as satisfactorily completed; approves Credit Modification of Contract No. 2 in the amount of $7,514.44 to adjust the estimated unit price quantities to agree with the actual work performed; and approves final payment in the amount of $24,384.89 in favor of the Contractor, Charles I. Cunningham Co.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 14 1974

John C Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0153

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of March 1974.

Bureau of Light, Heat and Power	$ 16.44
Bureau of Delinquent Revenue	989.34
Total Collections	$1,005.78

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]157

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1644 - Construction of Protective Handrails at San Andreas Water Filtration Plant (in San Mateo County)

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1f as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 1 1 [illegible]

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1656 - Stanford Heights Reservoir - Remedial Landscaping - Agua Way, San Francisco

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(h) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of 1 MAY 1975

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0156

RESOLVED, That this Commission hereby requests the Controller's certification of debit Modification No. 1 of Water Department Contract No. WD-1528, Valve Motorization - Lake Merced Pump Station and Crystal Springs Outlet Towers in the amount of $742.00 for an increase in the size of conductors to supply electric power to the new motorized valve operator near the Lake Merced Pump Station.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0157

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $2,894.80; approves Final Payment in amount of $21,336.96, in favor of McGuire and Hester under Water Department Contract No. 1594, Laying of 16-Inch Ductile Iron Main in 34th Avenue, Judah to Irving Streets and in Irving Street, 34th to 45th Avenues, and allows twenty six (26) working days unavoidable delay due to waiting for delivery of valves.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0158

RESOLVED, That this Commission hereby approves collections, month of April 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in amount of $1,299.04, per list dated April 30, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 1 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0159

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1653 - Laying of
12-Inch Ductile Iron Main In Newhall Street
between Evans and Galvez Avenues

and be it further

RESOLVED, That this project is part of the India Basin Redevelopment project and will not require a separate environmental impact review.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0160

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1602 - Laying of 12-Inch Ductile Iron Main In Folsom, Main, Harrison and Other Streets

and be it further

RESOLVED, That the activity described hereon has been declared by the Department of City Planning to have a negative effect on the environment under File No. EE-74.6 dated March 1, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 1 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0161

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of February, 1974 in the amount of $3,096.22 per San Francisco Water Department list of February 28, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAR [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0162

WHEREAS, Numerous requests have been received for a transit link between the southwestern part of San Francisco and The Presidio, Golden Gate Bridge Plaza, and the Marina District on Saturdays, Sundays, and holidays; and

WHEREAS, This extension would provide patrons with more convenient access to numerous recreational and shopping areas; and

WHEREAS, This extension is currently in effect on a trial basis, weekdays, daytime only; and

WHEREAS, The weekday extension has proven both convenient and popular with our patrons; now, therefore, be it

RESOLVED, That this Commission authorizes the extension of M.C. Line 28 - Nineteenth Avenue through The Presidio of San Francisco to the Marina District on Saturdays, Sundays, and holidays, daytime only, 90-day trial basis; and, be it

FURTHER RESOLVED, That the staff of the Municipal Railway be authorized and directed to:

1. Reroute Line 28 northbound, via regular route to Pershing and Bowley and thence via Lincoln, Merchant, Bridge Plaza Underpass, Lincoln, Sheridan, Graham, Lincoln, Letterman, Lombard, Lyon, Greenwich, Broderick, Francisco, Divisadero to Chestnut.
2. Reroute Line 28 southbound from Divisadero and Chestnut via Divisadero, Greenwich, Lyon, Lombard, Letterman, Lincoln, Graham, Sheridan, Lincoln, Bridge Plaza Underpass, Merchant, Lincoln, and regular route.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 14

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0163

WHEREAS, Completion of the Ferry Park Plaza and construction work in the adjacent Golden Gateway will necessitate the closing of Clay and Sacramento Streets between Drumm and The Embarcadero; and

WHEREAS, The permanent inner M.C. 55 Sacramento route is via Clay, The Embarcadero, Market, and Sacramento Streets; now, therefore, be it

RESOLVED, That this Commission authorizes the abandonment of service inbound on Clay Street from Drumm to The Embarcadero, The Embarcadero from Clay Street to Market, Market Street from The Embarcadero to Sacramento Street, and Sacramento from Market to Drumm Street; and hereby directs the General Manager of Public Utilities to submit these abandonments to the Board of Supervisors; and, be it

FURTHER RESOLVED, That upon approval of the abandonments the staff of the Municipal Railway be authorized and directed to:

1. Reroute Line 55 inbound, effective as soon as practicable via regular route to Clay and Drumm and thence via Drumm and Sacramento to terminal.
2. Reroute Line 55 outbound, effective as soon as practicable, via Sacramento and regular route.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 1 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0161

WHEREAS, There has been an increase in traffic congestion on California Street between Drumm and Montgomery Streets; and

WHEREAS, Several highrise office buildings have recently opened north of California Street in the Financial District area; and

WHEREAS, The present M.C. 85 Shoppers' Shuttle route in the Financial District is via Market, Drumm, California, Montgomery, Market, Geary, Stockton, Market, and regular route; now, therefore, be it

RESOLVED, That this Commission authorizes the abandonment of service westbound on California, Drumm to Montgomery, westbound on Market, Montgomery to Geary, westbound on Geary, Market to Stockton, and hereby directs the General Manager of Public Utilities to submit this abandonment to the Board of Supervisors; and, be it

FURTHER RESOLVED, That upon approval of the abandonment the staff of the Municipal Railway be authorized and directed to:

1. Reroute M.C. 85 Financial District coaches inbound, effective as soon as practicable, via regular route to Market and Drumm, and thence via Drumm to Sacramento.
2. Reroute M.C. 85 Financial District coaches outbound effective as soon as practicable, via Sacramento, Montgomery, Sutter, Stockton, Market, and regular route.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 14 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No: 74-0165

RESOLVED, That this Commission hereby sets the date of Tuesday, May 28, 1974, at the hour of 2:30 p.m., for public hearing to consider the revision of the schedule of fares to be charged by the Municipal Railway to delegates to the International Lions Club Convention to be held July 3 through July 7, 1974, in San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0108

RESOLVED, That this Commission does hereby approve requests for transfer of funds in the amount of $10,000.00 or under and the requests for allotments submitted to the Controller during the Third Quarter 1973-74 as per attached lists.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

Secretary and Assistant General Manager

CONFIRMATION OF ALLOTMENTS AND TRANSFERS
THIRD QUARTER 1973 - 1974
RECAPITULATION

ALLOTMENTS	
Municipal Railway	$299,606.00
Water Department	108,811.00
Hetch Hetchy Water & Power	12,000.00
TRANSFERS	
Municipal Railway	73.30
Water Department	2,000.00
Hetch Hetchy Water & Power	5,000.00
TOTAL ALLOTMENTS AND TRANSFERS	$427,490.30

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDED 3/31/74

Municipal Railway

Allotments

From	To	Date	Amount	Reason
3.735.391.000	--	1/7/74	$100,000.00	To allot funds for encumbrance.
3.735.244.000	--	1/7/74	40,000.00	- do -
3.735.112.000	--	2/1/74	2,606.00	To allot fund for unbudgeted Election Day Holiday (11/6/73).
3.735.384.988	--	2/1/74	25,000.00	To allot funds for encumbrance.
3.735.804.000	--	1/31/74	50,000.00	To allot funds for payment of claims under $1,500.00.
3.735.391.000	--	2/13/74	40,000.00	To allot funds for encumbrance.
2.735.815.001	--	3/5/74	42,000.00	To allot funds for life insurance payment.

Water Department

From	To	Date	Amount	Reason
3.745.954.000	--	1/15/74	100,306.00	To allot in full balance of funds to cover work order for second half of fiscal year 73-74.
3.745.800.000	--	3/29/74	7,905.00	To allot funds appropriated for property taxes, SFWD, per file no. 101-73-116, ordinance no. 96-74 approved 2/22/74.

Hetch Hetchy

From	To	Date	Amount	Reason
3.755.300.000	--	2/22/74	12,000.00	To allot additional funds to cover expenditures and encumbrances for the 3rd quarter 73-74.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDED 3/31/74

Municipal Railway

Transfers

From	To	Date	Amount	Reason
3.736.719.000	3.736.722.000	2/6/74	$ 73.30	To provide funds to cover award contract.
Water Department				
3.746.000.000	9.746.714.000	1/4/74	1,000.00	To allot additional funds to cover expenditures and encumbrances required to complete project.
3.746.000.000	2.746.718.000	1/7/74	1,000.00	To allot additional funds to cover expenditures and encumbrances required to complete project.
Hetch Hetchy				
3.756.000.000	3.756.703.000	1/4/74	2,000.00	To provide additional funds for Moccasin Newark Transmission Line - Paint Tower.
3.756.000.000	2.756.716.000	1/7/74	3,000.00	To allot additional funds to cover expenditures and encumbrances required to complete work on trolley poles.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0150-MR

5-14-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Adele DeMartini and Vesuvio, Inc.	73 T 0287-4 $6,730.00	1-4	8-21-73	B	$ 3,588.14
Carol F. Marengo	73 C 0260-1 $5,623.53	1-3	11-9-73	(A $1,402.47) (B $1,866.53)	3,269.00
John J. Miller	72 C 0319-5 $1,800.00	1-3	2-17-73	A	1,800.00
Litigated Settlement					
Elizabeth Padua	73 B 0639-1 $50,000.00	1-3	9-18-73	A	3,300.00
Litigated Settlements - CA Office					
Genevieve T. Buelow	68 T 0525-1 $20,000.00	2-7	9-9-68	A	3,500.00
Barbara Faris and Joseph Faris for wrongful death of their minor son, Joseph Faris Jr.	70 B 2178-2 $400,000.00	16-1	4-8-71	A	5,500.00
Dinah J. Hudson	68 T 2247-2 $25,000.00	5-3	4-25-69	A	2,500.00
Travelers Insurance Company as subrogee of La Estrellita Funeral Home, Inc.	71 S 0457-2 $3,180.00	1-3	1-20-72	B	3,180.00
Pearl Lore	69 B 2335-1 $30,000.00	1-7+	3-6-70	A	9,500.00
Shirley Mueller	71 S 0066-1 $50,000.00	6-3	7-28-71	(A $2,500) (B $1,000)	3,500.00
Dora L. Scott and Samuel A. Williams	70 T 1956-2 $10,000.00 (Scott)	1-4	5-20-71	(A $2,750.00)	
	70 T 1956-1 $10,000.00 (Williams)	1-4	5-20-71	(A $1,500.00)	4,250.00

(continued)

Claimant	Acdt. No. & Prayer	Type	Accident Date	PI/PD	Settlement
Gladys G. Thomas	71 B 0703-1 $5,000.00	1-8	10-8-71	A	$ 1,750.00
John Wilkerson (two cases consolidated)	70 T 1507-2 $25,000.00	12-3	3-3-71	(A $3,150)	
	72 B 0755-1 $25,000.00	5-3	10-9-72	(A $3,150)	6,300.00
Betty Williams individually and as guardian ad litem of Sereptha Williams, a minor	70 T 2136-2 $35,000.00	1-4	6-19-71	A	2,500.00
Judgments					
Ingeborg B. Logan	68 S 0582-48 $25,000.00 (includes $207.84 costs, plus interest if demanded)	22-3	1-3-69	A	7,907.84*
Elizabeth Walbridge	68 B 3350-1 $75,000.00 (plus interest if demanded and if approved by City Attorney) (plaintiff waives court costs in consideration of City waiving motion for new trial and appeal)	2-7	6-3-69	A	36,300.00
					$ 98,644.98

*Appro.	3.735.804.999	$ 7,907.84
Appro.	3.735.804.000	$90,737.14
		$98,644.98

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of May 14, 1974.

John C. Farrell

Secretary and Assistant General Manager

5/14

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR

SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
OLIVER M. ROUSSEAU
VICE PRESIDENT
JOSEPH J. DIVINY
LOUIS A. PETRI
JOSEPH P. BYRNE

JOHN D. CROWLEY
GENERAL MANAGER OF PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND ASSISTANT GENERAL MANAGER

April 25, 1974

MEMORANDUM

TO: Public Utilities Commission
Commissioner H. Welton Flynn, President
Commissioner Joseph P. Byrne, Vice President
Commissioner Oliver M. Rousseau
Commissioner Joseph J. Diviny
Commissioner Henry E. Berman

FROM: J. D. Crowley
General Manager of Public Utilities

SUBJECT: Route Extension M. C. No. 28 - Nineteenth Avenue
-- Request for Weekend Service

On September 4, 1973, by Resolution No. 73-0240, the Public Utilities Commission directed the Municipal Railway to extend the Line 28 through The Presidio to the Marina District on weekdays. Subsequently, due to a gradual increase in patronage, the Commission extended the trial period, commencing March 26, 1974

The route extension is from Pershing Drive and Bowley via Lincoln, Merchant, Bridge Plaza Underpass, Lincoln, Sheridan, Graham, Lincoln, Letterman, Lombard, Lyon, Greenwich, Broderick, Francisco, Divisadero to Chestnut -- Returning via Divisadero, Greenwich, Lyon, Lombard, Letterman, Lincoln, Graham, Sheridan, Lincoln, Bridge Plaza Underpass, Merchant, Lincoln, and regular route as indicated on the attached map.

Since the initiation of this extension, numerous requests have been received from our patrons to expand this service to weekend operation. There is no doubt that this important link between the Marina and the southwest area of the City affords patrons a more direct and convenient service to numerous recreational and shopping areas such as the Golden Gate Bridge, Fort Point, Golden Gate Park, Sigmund Stern Grove, Stonestown, etc.

Recently the Point Foundation (which sponsors events at the Gerbode preserve on Marin's Golden Gate Headlands) requested that we supply this weekend service to provide the citizens of San Francisco with convenient, direct transportation to the Golden Gate Bridge Plaza. From this point patrons can either leisurely walk across the bridge or board a Golden Gate Transit vehicle to various Marin County points.

MUNICIPAL RAILWAY

During the past several months patronage has increased on weekends for this line that now terminates in the Seacliff area on weekends. Consequently, Muni had begun the process of making schedules to add service. Preparation for extension of weekend service to the Marina was included in the work.

It is estimated that the weekend route extension itself will require: two extra vehicles on both Saturdays and Sundays; 24 additional vehicle hours; and two additional operators.

It is also estimated that the shortening of weekend headways for the line along its entire route will require another two operators and two more coaches on both Saturdays and Sundays. This combination of route extension and greater frequency of service over the entire line means the creation of four more block runs, which will require four additional coaches.

No problem is expected in providing the coaches. However, we are short of manpower; and the addition of four more block runs will only aggravate this problem. As a result, we will be required to ask for four additional operators in next year's budget if it is determined after the 90-day trial period that the extension and reduction of headways are to be made permanent.

In view of the advantages to our patrons, I recommend that the headway shortening and the extension of Line No. 28 on Saturdays, Sundays, and holidays, from approximately 8:30 a.m. to 9:00 p.m. on the same route as the existing trial weekday extension, be approved by the Commission for a 90-day trial period.

J.D.C

5 [illegible]

THIS PRINT COVERS CALENDAR ITEM NO. M.1-3

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR

287 CITY HALL

SAN FRANCISCO, CALIFORNIA 94102

558-4986

H. WELTON FLYNN
PRESIDENT
OLIVER M. ROUSSEAU
[illegible]
JOSEPH J. DIVINY
LOUIS A. PETRI
JOSEPH P. BYRNE

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
JOHN C. FARRELL
[illegible]
GENERAL MANAGER

April 26, 1974

M E M O R A N D U M

TO: PUBLIC UTILITIES COMMISSION
Commissioner H. Welton Flynn, President
Commissioner Joseph P. Byrne, Vice President
Commissioner Oliver M. Rousseau
Commissioner Joseph J. Diviny
Commissioner Henry E. Berman

FROM: J. D. Crowley
General Manager of Public Utilities

SUBJECT: Route Change M.C. No. 55 Sacramento

The following route change was submitted to the Public Utilities Commission for consideration on June 19, 1973, at which time the representative of the Transport Workers Union raised an objection to the terminal at Sacramento and Drumm. This route change was then referred back to staff for investigation of the Union objection.

Staff investigation indicated no substantiation to the Union objection so, therefore, I am submitting this route change for consideration by the Commission.

On June 30, 1969, a temporary inner terminal and route change due to construction of the Ferry Park Plaza and the Golden Gateway in the vicinity of The Embarcadero and Market Street was made on the M.C. 55 Sacramento.

Prior to this time the M.C. 55 operated inbound via Clay and The Embarcadero to its terminal, and outbound via The Embarcadero, Market, Sacramento, and the regular route. (See attached map.)

With the completion of construction in this area and the permanent closing of Clay Street between Drumm and The Embarcadero, we will have to make permanent route changes to the inner end of the M.C. 55.

MUNICIPAL RAILWAY HETCH HETCHY PROJECT WATER DEPARTMENT

Therefore, I recommend that the following route changes be submitted to the Commission for their approval:

1. That the M.C. 55 operate inbound via the regular route to Clay and Drumm, thence via Drumm and Sacramento to the inner terminal. This will necessitate abandonments on Clay Street between Drumm and The Embarcadero, and The Embarcadero between Clay and Market Streets.

2. That the M.C. 55 operate outbound via Sacramento Street and the regular route. This will necessitate abandonments on Market Street between The Embarcadero and Sacramento Street, and Sacramento between Market and Drumm Streets.

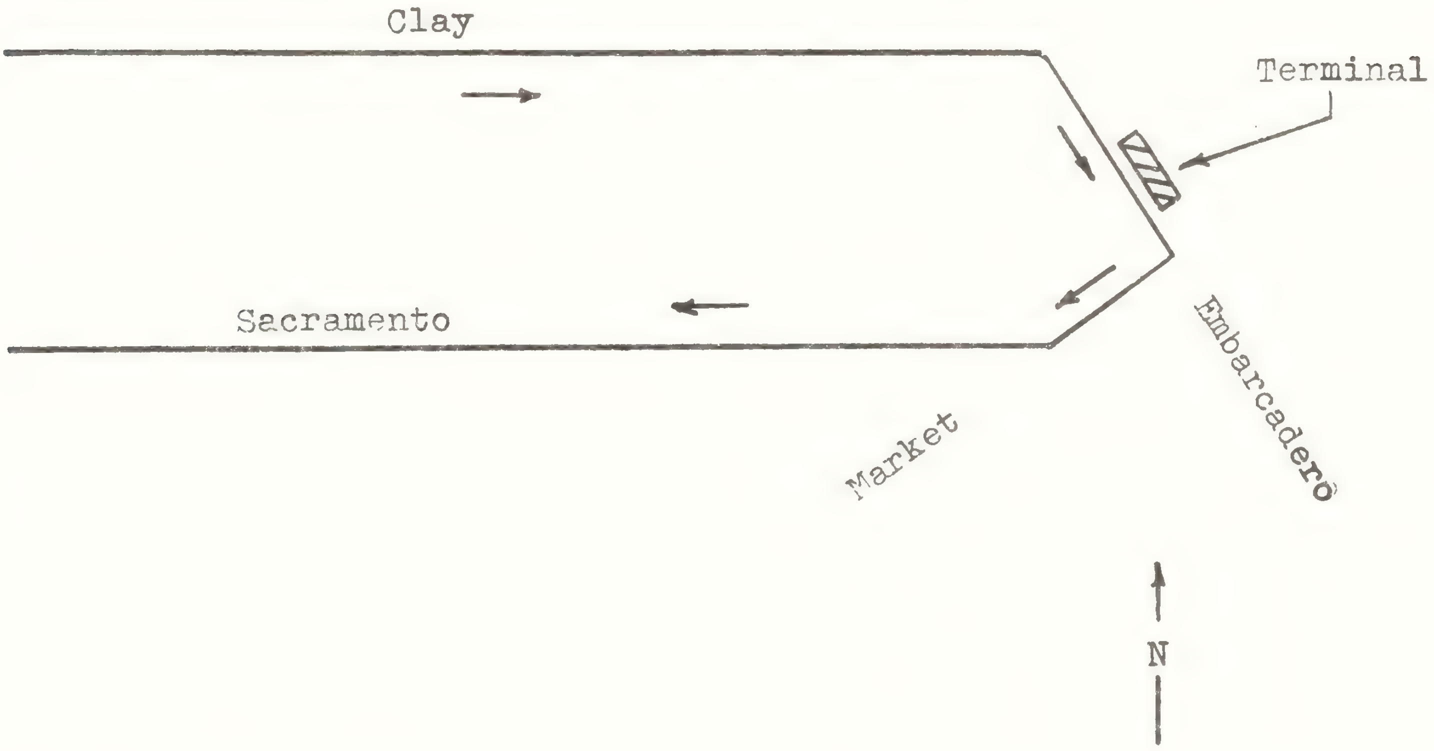
J.D.C.

Enc

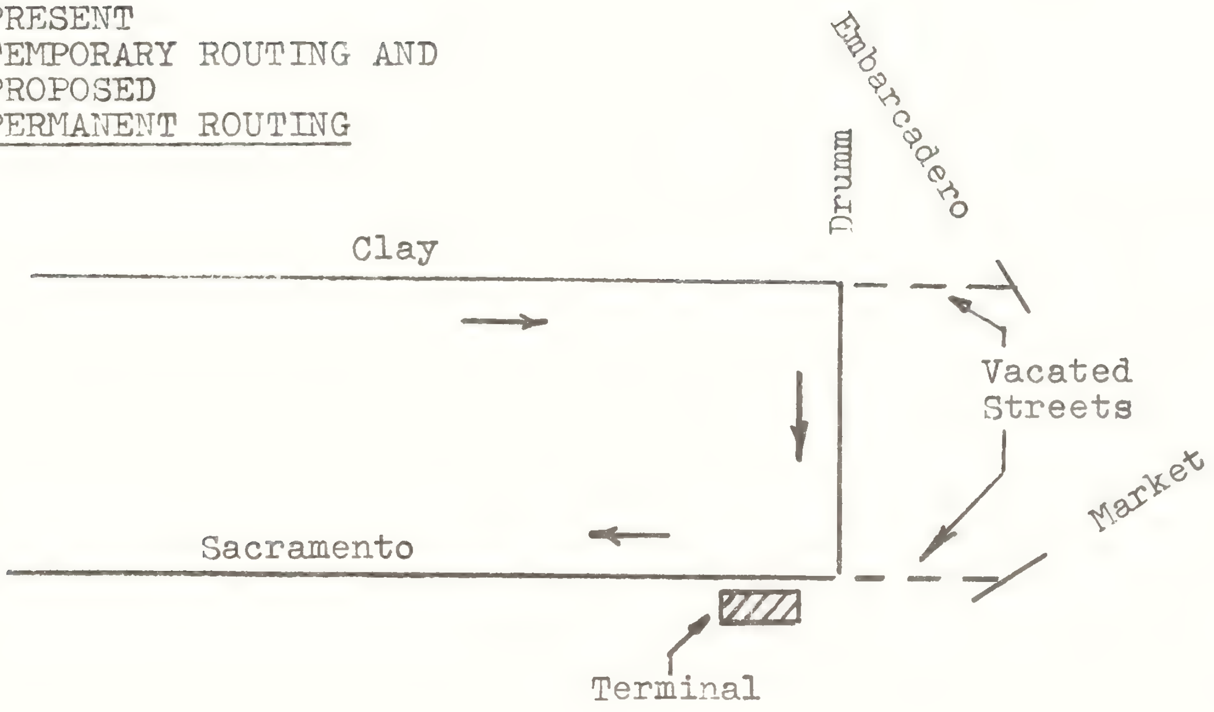
SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line 55 -- Sacramento
Present and Proposed Transit Routings

PRESENT
PERMANENT ROUTING


Clay
Terminal
Sacramento
Embarcadero
Market
N

PRESENT
TEMPORARY ROUTING AND
PROPOSED
PERMANENT ROUTING


Embarcadero
Drumm
Clay
Vacated
Streets
Market
Sacramento
Terminal

Schedule and Traffic
Department
April 19, 1974

Scale: None

5/1+

THIS PRINT COVERS CALENDAR ITEM NO. 5 12 -4

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
OLIVER M. ROUSSEAU
VICE PRESIDENT
JOSEPH J. DIVINY
LOUIS A. PETRI
JOSEPH P. BYRNE

JOHN D. CROWLEY
GENERAL MANAGER OF PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND ASSISTANT GENERAL MANAGER

April 26, 1974

MEMORANDUM

TO: PUBLIC UTILITIES COMMISSION
Commissioner H. Welton Flynn, President
Commissioner Joseph P. Byrne, Vice President
Commissioner Oliver M. Rousseau
Commissioner Joseph J. Diviny
Commissioner Henry E. Berman

FROM: J. D. Crowley
General Manager of Public Utilities

SUBJECT: M.C. No. 85 Downtown Shoppers' Shuttle Reroute

The following route change was submitted to the Public Utilities Commission for consideration on June 19, 1973, at which time the representative of the Transport Workers Union raised an objection to the terminal at Sacramento and Drumm. This route change was then referred back to staff for investigation of the Union objection.

Staff investigation indicates no substantiation to the Union objection and, therefore, I am submitting this route change for consideration by the Commission.

Presently the M.C. 85 serves the Financial District by routing via Market, Drumm, California, Montgomery, Market, Geary, Stockton, Market, and regular route which necessitates laying over on California at Drumm, stopping on the cable car tracks for passengers on California Street, and making an extremely difficult left turn on a "Buses Excepted" basis from California into Montgomery Street. (See attached map.)

With the opening of several highrise office buildings north of California Street in the Financial District and the above mentioned traffic problems, I recommend that the following route change be submitted to the Commission for their approval:

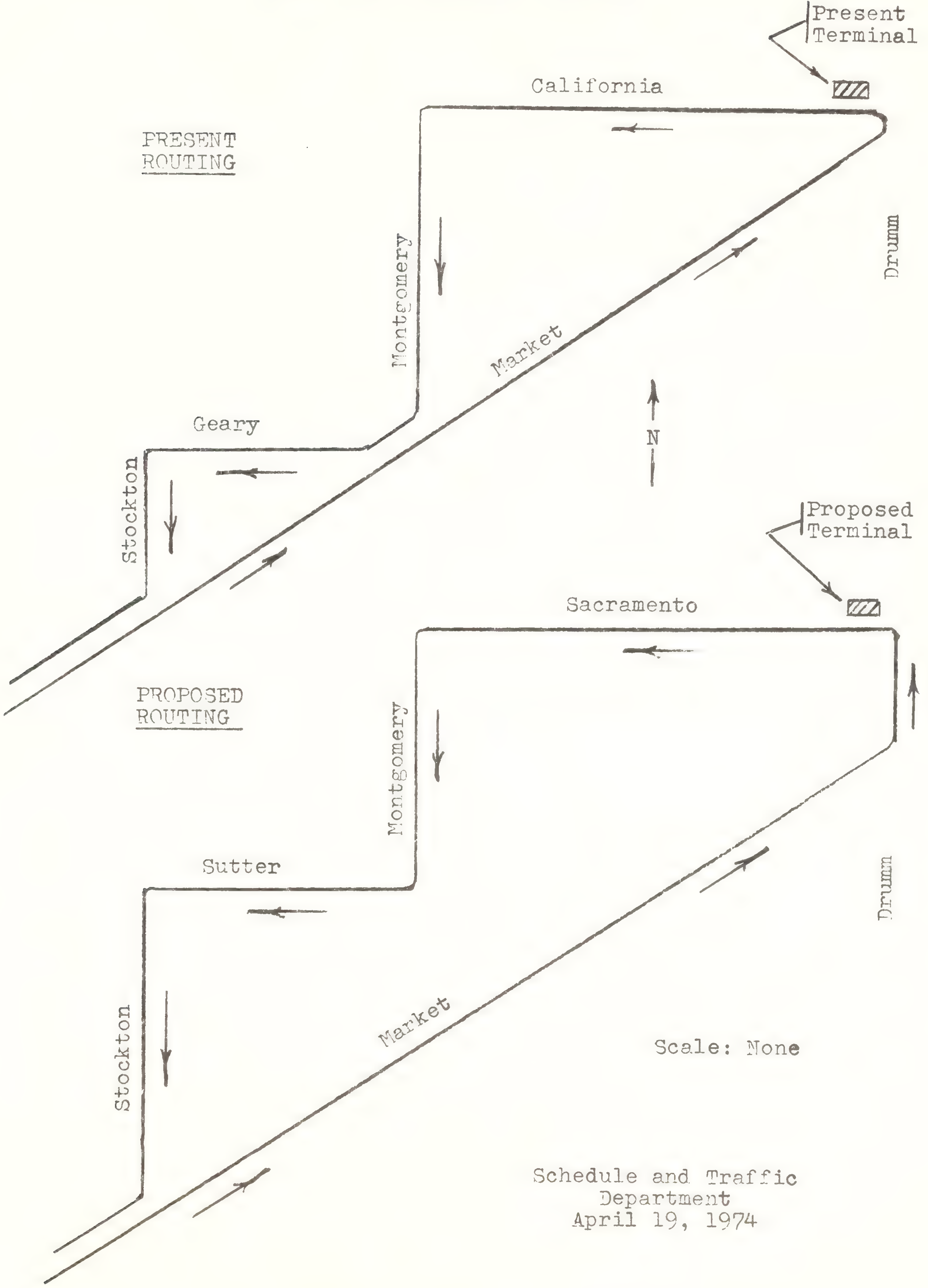
1. That the Financial District leg of the M.C. 85 operate inbound via the regular route to Market and Drumm, thence via Drumm to Sacramento, and outbound via Sacramento, Montgomery, Sutter, Stockton, Market, and regular route. This will necessitate abandonments on California between Drumm and Montgomery, on Montgomery between Sutter and Market, on Market between Montgomery and Geary, and on Geary between Market and Stockton.

John D. Crowley

J.D.C.

dmc

Line 85 - Downtown Shoppers' Shuttle
Present and Proposed Routings


Present Terminal
California
PRESENT ROUTING
Montgomery
Drumm
Market
Geary
Stockton
N
Proposed Terminal
Sacramento
PROPOSED ROUTING
Montgomery
Sutter
Drumm
Stockton
Market

Scale: None

Schedule and Traffic
Department
April 19, 1974

5/14

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT
FOR MARCH 1974

ORAL L. MOORE
Acting General Manager

PUBLIC SERVICE

Muni Man of the Month

Gene P. Lowe was February's Muni Man of the Month. One of his nominators emphasized that he is a safe and courteous driver and he possesses a 15-year Safe Driver Award to prove it. Currently he operates a No. 30-Stockton trolley bus, which line is in the Presidio Division. More information about Mr. Lowe was included in a press release issued on April 3.

George Nelson is March's Muni Man of the Month. He operates a K-Ingleside streetcar for the Geneva Division. His passengers greatly appreciate his adherence to schedule, courteousness, and assistance rendered to the old, infirm, and handicapped. More information about Mr. Nelson is included in a press release issued April 24.

We now have in the transit vehicles the first in a series of monthly Muni Man of the Month announcement cards. We used to use only a Christmas holiday card that named the previous twelve winners.

Fast Pass

Fast Past goes into effect May 1, 1974. The $11 per month pass permits the bearer to ride any Muni transit vehicle in revenue service including special schedules, such as express and ball park service, without any additional fare.

On the assumption that a month has 22 work days, the $11 amount would exactly pay for two 25¢ fares on each of those days. Therefore, each additional ride is free.

Arrangements have been made for the distribution and printing of 500 counter cards and 250 window decals that indicate passes are available for sale at the place of display. Additionally, there are 50,000 advertising leaflets. There have also been two series of advertisements in five local papers.

Gas Saver Energy Cards

In order to promote public transit, several promotional cards were prepared that emphasize that fuel is saved by riding public transit. These cards are placed in the vehicle where advertising space hasn't been sold.

Poster Program

Good progress is being made in the "Muni Art Festival" program in San Francisco's Junior High Schools. Twenty-three schools are participating in the program and 15 posters have already been placed on Muni vehicles. Primary purpose of the project is to foster a sense of cooperation and knowledge that the Muni is owned by the citizens and taxpayers of San Francisco, and people who vandalize and destroy equipment are only hurting themselves.

Schedule Racks

We received a sample schedule-pamphlet rack from Beemak Plastic Company in Los Angeles. It has an 80-compartment capacity. A dozen more will be ordered so that one will be located at each Transportation Division, Traffic and Schedule Department, Public Service Bureau, and the P.U.C. office.

Spring Flower Show

Each Spring Macy's decorates their downtown store with flowers. As a part of their program, cable cars on each line are decorated with flowers by the store's personnel.

TRANSPORTATION

Strike

On March 8, 1974, operators and cable car crews refused to cross the picket lines of striking Miscellaneous employees. Consequently, there was no transit service until 6:00 p.m. on March 15, 1974 after the strike was settled. The contract was ratified at 4:30 p.m.; and Transportation commenced regular operations at 6:00 p.m., with all night runs due to finish after 10:00 p.m. being called in and put to work.

During the strike mananagement and supervisory personnel were used extensively for security purposes at the various Muni facilities throughout the City, including Twin Peaks Tunnel.

St. Patrick's Day Parade

On March 17, 1974, the annual St. Patrick's Day Parade was held in the downtown area. Twelve Inspectors were used to reroute some of our equipment, while others assisted in getting the equipment through the parade units. As a result, we were able to maintain normal service.

New Radio Codes

In order to provide more efficiency when dealing with radio transmissions and with the idea of keeping radio transmission time to a minimum, effective March 28, 1974 the following revisions to the existing radio code were implemented. The code number 702 - out of service personal necessity - was reinstituted for clarification of the reason for going out of service. Also, due to the numerous ways of expressing instructions to cite illegally parked vehicles in our coach zones, a new code number 787 - cite illegally parked vehicle - has been initiated.

TRAFFIC & SCHEDULES

Baseball Schedules

The sign-up by operators has been completed to go into effect April 5. It was necessary to prepare seven separate schedules in order to accommodate the various starting times.

Line No. 28-19th Avenue

Numerous requests have been received to extend Line No. 28 service from Pershing Drive to the Marina on Saturdays, Sundays, and holidays during daytime, as is currently being done on weekdays. Schedules are being prepared to estimate the cost of the additional service. A resolution will be submitted to the Public Utilities Commission asking their approval of a 90-day trial period.

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1973-74	
Filed - prior months	1872	$26,557,886.91
Filed - March, 1974	199	2,069,127.47
Totals	2071	$28,627,014.38

	1972-73	
Filed - prior months	1779	$21,616,573.57
Filed - March, 1973	284	4,975,433.68
Totals	2063	$26,592,007.25

Above indicates an increase in both number of claims filed and amount over last fiscal year, 1972-73, at this time

Claim Settlements

Budgeted: (1973-74)			$2,800,000.00
Settled - prior months	(1202)	$2,017,845.73	
Settled - March	(137)	254,931.94	
Total	(1339)		$2,272,777.67
Balance			$ 527,222.33

PERSONNEL AND SAFETY

Accidents - February

The data for February 1974 wasn't available in time for the previous report; therefore, it is included in this one.

Total Accidents This Month		Increase or (Decrease)		Total Accidents July thru February		Increase or (Decrease)	
1974	1973	No.	%	1973-74	1972-73	No.	%
456	470	(14)	(3.0)	4,144	4,051	143	3.6

The Ocean Division had 10.8 traffic accidents per 100,000 miles -- the lowest rate of the six Transportation Divisions.

The Geneva Division showed the most improvement with 8.8% fewer accidents for February than their three-year average.

Accidents - March

Total Accidents This Month		Increase or (Decrease)		Total Accidents July thru March		Increase or (Decrease)	
1974	1973	No.	%	1973-74	1972-73	No.	%
383	552	(169)	(30.6)	4,527	4,603	(76)	(1.7)

The Ocean Division had 8.5 traffic accidents per 100,000 miles -- the lowest rate of the six divisions. This rate shows improvement over their previous three-year average, which is the lowest of the six divisions.

The Presidio Division showed the most improvement with 15.6% fewer accidents for March than their three-year average.

Complete accident statistics are presented in a separate monthly report that is submitted by the PUC Director of Personnel and Safety.

ACCOUNTING & FINANCE

	Revenue Passengers	Passenger Revenue
1st Qtr: July, Aug., & Sept., 1973	25,856,680	$6,403,710
2nd Qtr: Oct., Nov., & Dec., 1973	29,254,050	6,275,810
3rd Qtr: Jan., Feb., & March, 1974	26,349,150	5,660,000

During March we served 7,352,180 passengers for fares totalling $1,586,570.

The March and third quarter figures represent less than normal service due to the effect of the eight-day strike.

ENGINEERING

Plastic Seats for Buses

This proposed work (estimated cost $35,000) is for replacing upholstered seats with molded plastic seats in the rear section of forty GMC motor coaches. Plans and specifications are completed and ready for the Purchasing Department to issue a solicitation for bids.

Bus Washer

The 20-year old washer at the Potrero Division will be replaced with a new one to cost about $40,000.

WAYS & STRUCTURES

Maintenance suffered due to severely inclement weather, the City employees' strike, and several personnel requisitions remaining unfilled.

The following tasks did get done: bundling scrap cable; removing water from flooded sheave pits; installation of six new traffic control switch boxes for Hetch Hetchy; and installation of 60 feet of new rail for the cable cars in the 200-block of Powell Street.

EQUIPMENT

Cable Cars Made Safer

During March a project was completed that was begun last year. The front bumpers on the Powell Line cars and both bumpers on the California Line cars were extended across the width of the running boards.

Without the extension, it was possible for the running board to pass under an obstacle that would then hit a standing passenger and sometimes sweep several off their feet.

TRANSIT IMPROVEMENT PROGRAM

Central Shops and Motor Coach Storage & Maintenance Facilities

Construction of Phase I of this project has begun. The firm of Dan Caputo Co., Inc., the contractor for the construction, has begun demolition and grading work at the site. The operation, except for a short period of interruption by heavy rain, is moving along smoothly.

The consultant, Bentley Engineers, continued in the preparation of final design for the Phase II construction of this project. The work includes the design of the heavy and light maintenance shops, the permanent operations building, the cable car repair shop, and other related facilities.

Cable Car Construction

The professional services agreement with the Thomas T. Lunde firm for the preparation of standardized plans and specifications for the construction of three new cable cars and rebuilding of seven cable cars has been approved by the Urban Mass Transportation Administration. The agreement is currently being processed for execution and certification by the Controller.

Track Surveys

Urban Mass Transportation Administration has approved the professional services contract with the firm of George S. Nolte & Company for survey work on streetcar and cable car lines. The information obtained will be utilized in setting line and grade for all future resailing contracts, and for horizontal and vertical control during construction. Execution and certification of this contract is being processed and expected to be completed in April.

Purchase of Timber Ties

The City's Purchaser of Supplies received bids for this contract for the purchase of 57,500 timber cross ties in January. All bids were forwarded to TIP Control Group for review. After careful evaluation of each bid, a recommendation was made to award the contract to the low bidder, McCormick and Baxter Co., in the total bid amount of $667,287.50. As in the case of rails, these timber ties will be City-furnished material for all future Muni rerailing contracts. Advantages of this procedure are the lower prices due to quantity purchase and elimination of delays to contractor when procuring materials on future rerailing contracts.

Twin Peaks Tunnel Repairs

Proposals for furnishing professional services for investigating and making recommendations for structural repairs to Twin Peaks Tunnel were received from three local engineering firms. These proposals were analyzed and evaluated by the TIP Control Group. Recommendation to the Public Utilities Commission and the Urban Mass Transportation Administration to award the contract to the best qualified firm will be made next month.

In order to allow the consultant a better visual inspection to determine the structural defects of the tunnel, the false ceiling located at the upper portion of the tunnel arch section will be vacuum cleaned of all dirt and debris by a separate informal contract. This contract is now being processed.

Rerailing Twin Peaks Tunnel

The contractor for this project, G. M. Shupe Company, is performing the work during the nighttime hours, from 10:00 p.m. to 5:30 a.m. in which the tunnel is shut down completely providing an uninterrupted work area for the contractor. During the recent City Employees' strike, in which all streetcar lines were shut down, the contractor took advantage of the event by scheduling his work on a 24-hour around-the-clock basis for about a week. The operation, except for a minor disruption due to the difficulty of maintaining the existing signal system in full operation, is proceeding.

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HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: May 14, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

April marked the first anniversary of the Power Improvement Program grant by UMTA. A number of major items were accomplished. Some of the most noteworthy of these were the organization of the PIP Control Group; the selection of consultants and award of two professional services agreements for engineering design services for Electrification of Subway and Tunnels and Construction of Substations; the receipt of bids for $6 million of major transit power substation equipment; the negative declarations of environmental impact from City Planning on all substation sites; the award of the first two construction contracts for underground duct line construction; and the participation in DPW contract awards for street improvements and track reconstruction.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on May 1, 1974	Per Cent of Capacity	Storage in Acre Feet on May 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	172,336	48	72,660	20
Lake Lloyd	268,800	164,857	61	59,146	22
Lake Eleanor	27,100	9,422	35	9,343	34
	656,300	346,615	53	141,149	22

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department remained constant at approximately 160 mgd for the last month.

Power Production

During the month of April, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 47.070, 68.916 and 54.797 million kilowatthours respectively for a total of 170.783 million kilowatthours, having a value in excess of $1,195,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. The consultants' final report has been received. A preliminary cost estimate has been prepared. Applications for approval from the Division of Safety of Dams will be filed.

HH-477 Moccasin Penstock Valve House. The plans are being completed and the specifications and estimate are being prepared.

HH-486 Jones Point To Mather Road - Seal Coat. Bids were received on April 1, 1974. Contract was awarded to George Reed, Inc.

HH-489 Second and Mission - Construct Manhole and Ducts. Contract has been advertised. Bids will be received on May 16, 1974.

HH-490 Moccasin Spillway Stilling Basin Exploratory Core Drilling. Bids were received on April 4, 1974. Contract was awarded to Pitcher Drilling Co.

HH-491 Fillmore Street Hayes to Bush-Underground Power Facilities. Modifications are being made to the plans and specifications. Will be sent to UMTA in May for approval to advertise for bids.

HH-492 Market Street - 7th Street to 8th Street - Underground Duct System. Contract was awarded to Underground Construction Company, Inc.

HH-493 19th Avenue and Muni Right-of-Way - Junipero Serra Blvd. to St. Francis Circle - Underground Duct System. Contract was awarded to Underground Construction Company, Inc.

HH-495 Road Repairs - Highway 120 to Cherry Dam. Bids were received on April 1, 1974. Contract was awarded to George Reed, Inc.

HH-496 Ecker and Stevenson Streets - Underground Duct System. Plans and specifications are about complete and are being reviewed preparatory to submittal in May to UMTA for approval to advertise for bids.

San Joaquin Pipeline No. 3. The section of Pipeline No. 3 under the San Joaquin River was dewatered and inspected internally. The concrete on the invert is eroding, similar to other portions of the pipeline inspected.

POWER IMPROVEMENT PROGRAM

Electrification Project

Drafts of the preliminary design reports for the installation of feeder cables, gap breaker stations and trolley wire systems in the Market Street subway and the Twin Peaks and Sunset Tunnels were reviewed with the consultant, PBGH. The reports will be submitted for our approval in May. The preliminary reports covering the modifications to the existing streetcar trolley overhead for pantograph operation also are expected in May. PBGH made recommendations concerning the suitability of the LRV pantograph design as it affects the modifications required to the existing overhead system. The recommendations were reviewed and referred to TIP for implementation.

Contract HH-492, Underground Ducts on Market Street, 7th to 8th, for feeders from Civic Center Substation to the subway, was awarded.

Contract HH-496, Underground Ducts on Ecker and Stevenson Streets, for feeders from Downtown Substation to the subway is being prepared for transmittal to UMTA in May for approval.

Work started on the preparation of technical specifications and bid requirements for the purchase of insulated copper feeder cable and of bronze trolley wire for the project.

Substation Project

Our consultant, Bechtel,continued design work on the substation buildings and equipment installation. A sub-contract for soil borings at the new substation locations was approved. The architectural, mechanical and electrical design criteria were reviewed and approved. The design effort was coordinated by meetings between Bechtel and TIP and their consultant, IECO, with respect to the San Jose Substation to be located in the new Muni Metro Rail Center.

The substation sites at Laguna Honda, Carl and Randolph were found to have no significant effect on the environment by the City Planning Department. A negative declaration was filed on April 19 and cleared April 29, 1974.

The bids for the transit power substation equipment, received by the Purchaser on March 29, 1974, were reviewed. The low bid of $5,896,494, submitted by ITE Imperial Corporation, exceeds the budget line items as approved by UMTA. A request for budget revision and approval to transfer funds from the contingencies line item to permit awarding the purchase contract has been sent to UMTA.

Control and Communications Project

Negotiations with Systems Control, Inc. for engineering design services were temporarily discontinued, but will be resumed and completed in May. The professional services agreement will be sent to UMTA for approval.

Feeder Undergrounding

A Work Order for $105,000 was issued to BARTD, as approved by PUC, to supplement the funds already authorized for construction of the vault for the Church Street Substation, for construction of underground ducts on Market Street for feeders from the substation to the streetcar and trolley coach lines in the area.

Bids were received by D.P.W. for Judah Street, 4th to 20th Avenues, Street Improvements and Track Reconstruction. Included in the contract is the undergrounding of feeder cables, as designed by Hetch Hetchy and financed under the PIP.

Work continued on the plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section).

Transit Power Engineering

Additional meetings were attended at the City Engineer's office relative to the modification of Market Street Reconstruction work necessary to permit operation of Muni Railway vehicles from Post Street onto Market Street and returning on Sutter Street. Alternate schemes were reviewed, and tentative layouts and cost estimates were made for the required trolley coach overhead wiring. A survey of the extent of possible eyebolt use on buildings on Market Street as opposed to the installation of additional trolley poles was requested by D.P.W.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Awaiting completion of repairs to pipeline No. 3 before commencing operators repairs.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	0	0	70	Contractor is to commence work on May 1, 1974 provided poles are delivered on schedule.
HH-475	San Joaquin Pipelines Encasement at Highway 99	181,111	1	100	100	All work was completed on March 29, 1974. Acceptance and Final Payment being prepared.
HH-481	Moccasin House - Ceiling Insulation	6,230	54	54	98	Contractor started insulating on April 17, 1974.
HH-486	Seal Coat - Jones Point to Mather	26,680				Contract awarded to George Reed, Inc. on April 9, 1974. Awaiting certification.
HH-489	Construct Manhole & Ducts 2nd and Mission Streets					Bid Call authorized by PUC on April 23, 1974. Bids to be opened on May 16, 1974.
HH-490 Informal	Moccasin Spillway Stilling Basin-Exploratory Core Drilling	3,763				Bids received on April 14, 1974. Sole bidder, Pitcher Drilling Co., notified to submit insurance certificate.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-492	Market Street - 17th to 8th Underground Duct System	$145,762				Contract awarded to Underground Construction Co., on April 9, 1974 after L. K. Comstock withdrew their bid. Awaiting certification.
HH-493	19th Ave. and Muni Right-of-Way Junipero Serra Blvd. to St. Francis Circle Underground Duct System	168,281.25				Contract awarded to Underground Construction Co., on April 9, 1974. Awaiting certification.
HH-495	Road Repairs - Highway 120 to Cherry Dam	29,975				Contract awarded to George Reed,Inc., on April 9, 1974. Awaiting certification.
M/TID HH-5	River Road	111,900	8	100	100	All work was completed on April 17, 1974, 92 days over the time allowed. The delay was due to fuel shortage and adverse weather. Final cost - $114,367.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	2	47	Routine maintenance of temporary detour. Installing conduit.
1S0033	Castro Street Station	2	47	Routine maintenance of temporary detour. Installing conduit.
1S3051	Embarcadero Mezzanine	5	45	Relocate Market Street overhead lines at intersection of Beale and Market Streets to conform to curb lane so that center of street can be used for construction.
1S3026	Civic Center Station Entrance No. 3	0	30	Routine maintenance.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	55	Routine maintenance.
2	Front to Fifth	2	42	Routine maintenance of temporary detour. Contractor removing Path-of-Gold poles on Market Street.
2B	Fremont to First	0	0	No work started as of this date.
3	Eighth to McCoppin	0	5	Routine maintenance of temporary detour. Contractor relocated duct bank between Manhole 108 and Manhole 109.
4	Grant to Stockton	0	1	No work on Muni facilities this period.

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SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

April 30, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 144,445.05	3	12		
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	3,313,463.18	79	86	85	Delayed by rain. Work is now progressing at normal rate.
-1595	Structural and Walkway Repairs to Dumbarton Pipeline Bridge	255,468.00	89,540.77	39	64	15	Delayed in obtaining treated lumber.
WD-1600	Construction of Centralised Data Acquisition and Control System for C.D.D.	322,905.00	46,461.60	16	100	166 c.d.	The Contractor now has most of the system equipment at his plant & expects to begin installation soon at the designated facilities.
-1619	Laying of 16" D.I. & 18" Steel Mains in Turk & Filbert Sts.	205,487.00	12,901.46	10	100	89	Contractor has been advised fittings are now available.
WD-1626	Excavation and Repaving for Water Service Trenches	55,458.00	12,179.70	48	76	30	Contractor increasing production slightly.
-1628	Excavation and Repaving for Water Service Trenches	98,000.00	0	32	29		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

April 30, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1632	Laying of 6" & 8" D.I. Mains in Gough, California & Sacramento Streets	$ 99,627.00	$ 29,923.34	81	100	8	Inclement weather
WD-1636	Cement Mortar Line 16", 20", 22" & 24" Pipe in Battery, Sansome, Scott & Other Streets	324,140.00	65,421.00	46	77	25	Unknown bends in existing mains & equipment failures slowing progress.
WD-1639	Laying of 6" D.I. Mains in Yale, Amherst and Princeton Streets	35,309.00	0	94	48		

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1522	Building for Experimental Water Treatment Microstrainer near Sunol, California	April 17, 1974

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

May 28, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

The minutes of the regular meeting of the Commissioner held May 14, 1974, were approved.

RESOLUTION NO.	On motion of Diviny, seconded by Byrne, the following resolution was adopted:
74-0167 M	Denying revision of the schedule of fares to be charged by the Municipal Railway to provide for a special fare for delegates to the International Lions Club Convention to be held July 3-7, 1974
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
74-0168 H	Award of BLHP Contract No. 188--Maintenance and Repair of City-owned Street Lighting System for Fiscal Year 1974-75 - Mahoney Electric Company, San Francisco - Amount, $110,734.16
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
74-0169 H	Award of BLHP Contract No. 189--Scheduled Relamping of City-owned Street Lighting System Fiscal Year 1974-75 - Lease-Lite Corporation, San Francisco, Amount, $61,593.55
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
74-0170 H	Approving collection and abandonment of damage claims Bureau of Light, Heat and Power - Month of April 1974
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
74-0171 H	Award of HH Contract No. 489 - Construct Manhole and Ducts, 2nd and Mission Streets - John H. Thomas & Son, San Francisco - Amount, $12,792.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0172 H Approval of Department of Public Works' proposal for street lighting, Buena Vista Area

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0173 H Approval of Redevelopment Agency's proposal for street lighting in Hunters Point Area (Phase II)

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0174 H Completion of professional services contract, Hydro Research Science - conduct model investigations for design of the proposed raised spillway and energy dissipator at Moccasin Dam - Total amount, $24,550.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0175 H Declaration of Emergency - Repair of Generator No. 1 at Holm Powerhouse

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0176 W Award of WD Contract No. 1652 - For the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for Fiscal Year Ending June 30, 1975 - Pacific Pavements Company, Ltd., San Francisco, Amount $686,920.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0177 W Award of WD Contract No. 1630 - Excavation and Repaving for Water Service Trenches, to Bepco, Inc., Oakland - Amount, $134,000.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0178 W Award of WD Contract No. 1645 - Furnishing and Installing Protective Relays for San Andreas Water Filtration Plant, Electrical System - Brayer Electric Company, San Francisco - Lump sum amount, $4,980.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0179 W Modification #2 of Professional Services Contract with W. A. Wahler and Associates - $23,500 debit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0180 W Write-off of accounts receivable, Month of March 1974, Water Department

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0181 W Setting Tuesday, June 25, 1974, at 2:30 p.m., public hearing date in the matter of revision of the rate structure of the San Francisco Water Department.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0182 M Completion of MR Contract No. 702 - Washington-Mason Cable Carbarn, Tension Carriage Counterweights - Total amount, $12,657.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

74-0183 M MC Line No. 43 - Roosevelt - Extension through the Presidio on permanent basis

Vote: Ayes-Flynn, Byrne, Diviny, Berman

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0167

RESOLVED, That pursuant to Notice of Intention to review existing rates and fares charged by the Municipal Railway heretofore published as required by Section 3.598 of the Charter of the City and County of San Francisco, and after public hearing being held in accordance with the aforesaid Notice, the following revision to the existing schedule of rates, fares, and charges to be charged by said Municipal Railway is hereby denied:

International Lions Club Convention fare . . . $ .05

Effective dates: July 3rd through July 7th, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 28 1974

John C.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0168

RESOLVED, That this Commission hereby awards to Mahoney Electric Company, Inc. of 3422 - 25th Street, San Francisco, California as the lowest regular and responsible bidder, Bureau of Light, Heat and Power Contract No. 188, Maintenance and Repair of City-owned Street Lighting System, Fiscal Year 1974-75, in the amount of $110,734.16; and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0169

RESOLVED, That this Commission hereby awards to Lease-Lite Corporation of 236 Eighth Street, San Francisco, California, as the lowest regular and responsible bidder, Bureau of Light, Heat and Power Contract No. 189, Scheduled Relamping of City-owned Street Lighting System, Fiscal Year 1974-75, in the amount of $61,593.55; and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

John C. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0170

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of April 1974.

Bureau of Light, Heat and Power	$3,362.35
Bureau of Delinquent Revenue	482.48

RESOLVED, That this Commission hereby approves the abandonment under Bureau of Delinquent Revenue authorizations, claims in the amount of $2,669.02.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 14 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0171

RESOLVED, That this Commission hereby awards to John H. Thomas & Son, 850 So. Van Ness Avenue, San Francisco, California as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 489, Construct Manhole and Ducts, 2nd and Mission Streets, in the amount of $12,792, and that all other bids for this work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0172

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 81 mercury vapor street lights in the Buena Vista Area, as depicted in their Drawings A-38,784 through A-38,786; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting the Buena Vista Area with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 76-0173

WHEREAS, The San Francisco Redevelopment Agency, in accordance with the Administrative Code, has submitted to this Commission plans for installing eight mercury vapor street lights in the Hunters Point Area (Phase II), as depicted in their Drawings Nos. 4-406-C, 4-407-C and 4-408-C; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the San Francisco Redevelopment Agency's proposal for lighting the Hunters Point Area (Phase II) with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible] MAY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0174

RESOLVED, That this Commission accept the work performed under Professional Services Contract with Hydro Research Science, Moccasin Spillway Model Investigation, as satisfactorily completed and approves final payment of $4,000 in favor of the Contractor, Hydro Research Science.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 2 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0175

WHEREAS, On May 18, 1974, at approximately 0750 hours, the 13,800 volt stator winding of Generator No. 1 at Dion R. Holm Powerhouse failed, resulting in damage to a certain number of coils; and

WHEREAS, This failure has impaired the operation of said powerhouse; and

WHEREAS, This failure, through reduced generation of electric power and energy, with result in loss of revenue to the City and County of San Francisco; and

WHEREAS, Generator No. 1 must be restored to service as soon as possible in order to restrict City's revenue loss to a minimum; now, therefore, be it

RESOLVED, That time being of the essence, the Commission, in accordance with the provisions of Section 6.30 of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner; and be it further

RESOLVED, That the Controller be, and he is hereby requested to transfer funds in the amount of $135,000 from Appropriation No. 2.757.000.000 Additions and Betterments - Unallocated to Appropriation No. 3.756.714.000 - Emergency Repairs to Holm Generator No. 1, to provide for said emergency repairs and related services necessary.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0176

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1652 - For the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1975 - to Pacific Pavements Co., Ltd. in the amount of $686,920.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0177

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1630 - Excavation and Repaving For Water Service Trenches - to Bepco, Inc., in the amount of $134,000.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-[illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. WD-1645 - Furnishing and Installing Protective Relays for San Andreas Water Filtration Plant - Electrical System - to Brayer Electric Company in the lump sum amount of $4,980.00 and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at a meeting of MAY [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0179

WHEREAS, a professional services contract with W. A. Wahler and Associates was authorized by Public Utilities Commission Resolution No. 73-0369 dated October 9, 1973, and

WHEREAS subject contract as modified allows a maximum fee of $97,500.00 for the work to be done by the Consultant, and

WHEREAS the Water Department engineering staff has determined that additional static and dynamic finite element analyses on dam sections are needed to meet the requirements of the State Department of Water Resources, Division of Safety of Dams, and

WHEREAS Consultant has offered to do the required work and make a report for a maximum additional fee of $23,500.00

THEREFORE, BE IT RESOLVED that the maximum Consultant's fee be increased from $97,500.00 to $121,000.00 to cover the additional work needed.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 2 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0180

[illegible]

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Account [illegible] [illegible] the amount of [illegible] San Francisco Water Department [illegible] 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0181

RESOLVED, That in accordance with Section 3.598 of the Charter of the City and County of San Francisco, this Commission does hereby fix Tuesday, June 25, 1974, at the hour of 2:30 p.m. in Room 282, City Hall, San Francisco, California, as the time and place for public hearing to consider revision of the schedule of rates and charges of the San Francisco Water Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0182

RESOLVED, That this Commission accepts the work performed under Contract No. MR-702, Washington-Masdn Cable Carbarn - Tension Carriage Counterweights, as satisfactorily completed within the contract time limit and approves final payment in the amount of $12,657.00 in favor of the Contractor, Charles O. Jones Company, Incorporated.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 28 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 74-0183

WHEREAS, This Public Utilities Commission by Resolution No. 73-3168, dated May 8, 1973, authorized and directed the Municipal Railway to extend line 43 Roosevelt on a weekday, daytime only, 90-day trial basis:

1. Via regular route to Euclid and Presidio Avenue and thence via Presidio Avenue, Presidio Boulevard, Lincoln, West Halleck, Gorgas Avenue, Lyon to Lombard.
2. Southbound via Lyon, Greenwich, Baker, Lombard, Lyon, Gorgas Avenue, West Halleck, Lincoln Boulevard, Presidio Avenue, and regular route; and

WHEREAS, This Public Utilities Commission by Resolution No. 73-0407, dated November 13, 1973, authorized the extension of Line 43 Roosevelt for an additional 90-day trial; and

WHEREAS, This Public Utilities Commission by Resolution No. 74-0114, dated March 26, 1974, authorized the extension of Line 43 Roosevelt for an additional trial period; and

WHEREAS, Staff investigation indicates a continuous build up in patronage; and

WHEREAS, The General Manager of Public Utilities recommends that the Line No. 43 Roosevelt extension be made permanent; now, therefore, be it

RESOLVED, That this Commission authorizes the extension of Motor Coach Line 43 Roosevelt through the Presidio to Lyon and Lombard on a permanent basis.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY [illegible]

John C. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0184

RESOLVED, That this Commission requests the Mayor's Recommendation to the Board of Supervisors for approval of Municipal Railway's Request for Supplemental Appropriation in compliance with Charter Section 8.400 in the amount of $320,228, to the credit of the following Appropriations:

3.735.110.000.000 "Permanent Salaries"	$ 277,631
3.735.111.000.000 "Overtime"	2,877
3.735.112.000.000 "Holiday Pay"	4,130
3.735.800.000.000 O.E. 860 "Pension and Retirement Allowance"	35,590

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 21 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0185

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $48,528.90, made by the Municipal Railway, month of April, 1974, per Revolving Fund Payment Requests Nos. 6778, 6790, 6803, 6821, 6822 and Request for Warrant Nos. 73-112, 73-115, 73-116, 73-118, 73-122, 73-126, 73-128.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0186

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation in compliance with Charter Section 8.403 in the amount of $42, to the credit of the following appropriations:

From:	3.735.199.000 Compensation Reserve	$42
To:	3.735.176.000 Retroactove Wages (Per Diem)	$42

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0187

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation in compliance with Charter Section 8.403 in the amount of $7,131, to the credit of the following appropriations:

From:	3.735.130.002 Wages-Miscellaneous Employees	$6.321
	3.735.863.000 Mandatory Fringe Benefits	$ 810
To:	3.735.199.000 Compensation Reserve	$6,321
	G.L. 1990 Unappropriated Balance of Funds	$ 810

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY [illegible] 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0188

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation in compliance with Charter Section 8.403 in the amount of $91, to the credit of the following appropriations:

From:	Any legally available funds	$91
To:	3.735.130.002 Wages-Miscellaneous Employees	$80
	3.735.863.000 Mandatory Fringe Benefits	$11

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0189

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves cancellations and write-offs of uncollectible account receivable which is more than ninety days past due and the adjustment of accounts receivable, month of April, 1974, per list of May 3, 1974 ....$234.68

RESOLVED, That this Commission hereby approves compromise settlements, month of April 1974 - total amount billed: $2,703.06; total compromise settle ments: $1,578.74 - and approves Collections, month of April, 1974, amount of $3,574.42, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per lists of May 3, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 9 1974

John C.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0190

WHEREAS, Professional Consultant Safety Services for the purpose of reducing industrial injuries within the Utilities under the jurisdiction of the Public Utilities Commission in complying with safety regulations set forth in the Occupational Safety and Health Act of 1970, as modified, will be completed under Professional Services Agreement by the San Francisco Chapter of the National Safety Council, as of June 30, 1974; and

WHEREAS, Contract Provisions require payment in April 1974; now, therefore be it

RESOLVED, That this Commission approves a final payment in the amount of $8,500.00 in favor of San Francisco Chapter - National Safety Council.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 28 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 76-2191

WHEREAS, By Resolution No. 74-0056, dated February 13, 1974, this Commission consented to and approved the renegotiation of that certain lease entered into on July 20, 1965 and amended April 1, 1969, with Sunol Valley Golf and Recreation Company, so as to provide for the modification to that lease to reflect the lessees as Frank Ivaldi, James Tony Romano, and Niel Nielson; and

WHEREAS, The partnership represented by the aforementioned proposed lessees has been reorganized to reflect ownership by James Tony Romano and Victoria Pines Country Club, Inc.; and

WHEREAS, Frank Ivaldi, on behalf of the Sunol Valley Golf and Recreation Co. has agreed that the City and County of San Francisco may reenter, take possession and relet the premises covered by the aforementioned lease as provided by Clause 24 therein; and

WHEREAS, The proposed lessees have requested approval of a leasehold interest assignment as security for three and one-half million dollars for the purpose of constructing the improvements as listed in our Resolution 74-0056; now, therefore, be it

RESOLVED, That this Commission hereby consents to and approves the change of lessees to James Tony Romano and Victoria Pines Country Club, Inc., approves the encumberance of the leasehold interest for the funds to be borrowed for the improvements and reaffirms all other covenants of the subject resolution.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0167-MR 5-28-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Debra J. Waltrip	73 C 0244-1 $3,147.49	1-3	11-3-73	(A $1,700) (B $ 700)	$ 2,400.00
Leo Wood	73 B 2143-2 $12,000.00	1-4	4-20-74	B	8,250.00
Imogene L. Jackson	73 S 5027-3 $20,000.00	21-3	1-29-74	A	3,500.00
Litigated Settlements - CA Office					
Willie A. Anderson	70 T 1835-1 $20,000.00	18-1	4-30-71	A	5,000.00
Stephen Earl Blackwood	70 S 0511-1 $135,000.00	4-9	1-30-71	A	2,800.00
Florence Brown	70 B 2570-1 $100,000.00	1-7+	5-30-71	A	21,500.00
Geraldine Clay	70 S 0435-1 $25,000.00	1-3	12-30-70	A	3,500.00
Mary Jane Coleman	70 B 2825-1 $50,000.00	2-7	6-29-71	A	5,300.00
Juan G. Morelos	70 B 0872-1 $77,000.00	5-4	10-23-70	A	20,000.00
Frances Oscodar	72 T 1014-1 $100,500.00	1-3	1-22-73	(A $3,185.03) (B $1,014.97)	4,200.00
Eddie Simpson	69 T 1247-1 $15,000.00	2-7	1-5-70	A	2,000.00
Harry Wong as guardian ad litem of Doyle Wong, a minor	71 C 0110-2 $75,000.00 (Co-defendant to pay $3,000.00)	5-3	8-27-71	A	7,500.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Judgment					
Christina Williams	70 B 1751-3 $75,000.00	20-3	2-15-71	A	$ 9,797.78

(Above represents the City's portion of judgment, to be allocated as follows:

To plaintiff: Judgment $8,750.00
Costs 24.75

To intervenor (P.T. & T.): Judgment $1,012.28
Costs 10.75

Co-defendant, Yellow Cab Company, to pay an equal amount. Interest to be paid if demanded and if approved by City Attorney.)

$ 95,747.78

Appropriation 3.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of May 28, 1974.

Secretary and Assistant General Manager

5/28

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
OLIVER M. ROUSSEAU
JOSEPH J. DIVINY
HENRY E. BERMAN

JOHN D. CROWLEY
GENERAL MANAGER OF PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND ASSISTANT GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT GENERAL MANAGER FINANCE

PUBLIC HEARING

NOTICE OF HEARING TO CONSIDER REVISION OF SCHEDULE OF FARES TO BE CHARGED DELEGATES TO INTERNATIONAL LIONS CLUB CONVENTION JULY 3 THROUGH 7, 1974, BY MUNICIPAL RAILWAY

The Public Utilities Commission will hold a public hearing to consider the revision of the schedule of fares to be charged by the Municipal Railway to delegates to the International Lions Club Convention to be held July 3 through July 7, 1974, in San Francisco.

The Commission has fixed Tuesday, May 28, 1974, at 2:30 p.m., as the time, and Room 282, second floor, City Hall, San Francisco, California, as the place, for making any necessary order or orders establishing said schedule of fares.

By order of the Public Utilities Commission.

John C. Farrell

John C. Farrell
Secretary and Assistant
General Manager

May 15, 1974

GEN'L [illegible]
FILE COPY

MEMORANDUM

May 7, 1974

TO: PUBLIC UTILITIES COMMISSION
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Oliver M. Rousseau
Joseph J. Diviny
Henry E. Berman

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: NOTICE OF PUBLIC HEARING, MAY 28
Request for Reduced Fare 5-Cents
International Lions Club Convention

On July 3-7, 1974, San Francisco will host the world convention of the International Lions Club, which is expected to attract between 40,000 and 43,000 delegates.

Requests have been received from Supervisor Quentin Kopp, Supervisor Peter Tamaras, and the International Lions Club for special 5-cent fare on the Municipal Railway for Lions members during the convention.

As provided under Charter Section 3.598, any revision of Muni rates, charges or fares requires a public hearing before the Public Utilities Commission. If, after the public hearing, a fare revision is approved, it is then forwarded to the Board of Supervisors who will also hear the matter publicly. A two-thirds vote of the Board is necessary to reduce any fare.

Assuming that each delegate rides the Muni an average of two round trips during the convention, the estimated loss in revenue is calculated as follows:

	40,000 delegates @ 50¢/day X 2-day average	$ 40,000
Less:	40,000 delegates @ 10¢/day X 2-day average	8,000
	Estimated loss in revenue	$ 32,000

Since this fare revision has been requested by two supervisors, it is recommended that a public hearing be held on May 28, 1974.

John D. Crowley

5/28

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR

287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
OLIVER M. ROUSSEAU
VICE PRESIDENT
JOSEPH J. DIVINY
LOUIS A. PETRI
JOSEPH P. BYRNE

JOHN D. CROWLEY
GENERAL MANAGER
PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND
ASSISTANT
GENERAL MANAGER

May 22, 1974

MEMORANDUM

TO: PUBLIC UTILITIES COMMISSION
Commissioner H. Welton Flynn, President
Commissioner Joseph P. Byrne, Vice President
Commissioner Oliver M. Rousseau
Commissioner Joseph J. Diviny
Commissioner Henry E. Berman

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Line 43 - Roosevelt Route Extension

After numerous requests from patrons for an additional transit link between the western part of San Francisco and The Presidio of San Francisco and requests from the Golden Gate Bridge Highway and Transportation District for a transit link between their bus stops on Richardson Avenue and the U. C. Hospital area, the Public Utilities Commission on May 8, 1973 passed Resolution No. 73-3168 directing the Municipal Railway to extend Line 43 through The Presidio to Lombard and Lyon Streets.

This extension was implemented on Monday, June 18, 1973 on a weekday, daytime only, 90-day trial basis.

On November 13, 1973, the Commission passed Resolution No. 73-0407 directing the Municipal Railway to continue the Line 43 extension for an additional 90-day trial period.

On March 26, 1974, the Commission passed Resolution No. 74-0114, authorizing an additional trial period with instructions to report back prior to June 18, 1974, as to whether this extension should become permanent.

This extension has been well received by our patrons and numerous requests have been received to make this route permanent. The Presidio of San Francisco and the representatives of the T.W.U. have indicated that they consider this route an important service to the Muni patrons as it provides a more direct link between the western area of the City, The Presidio, and the Marina.

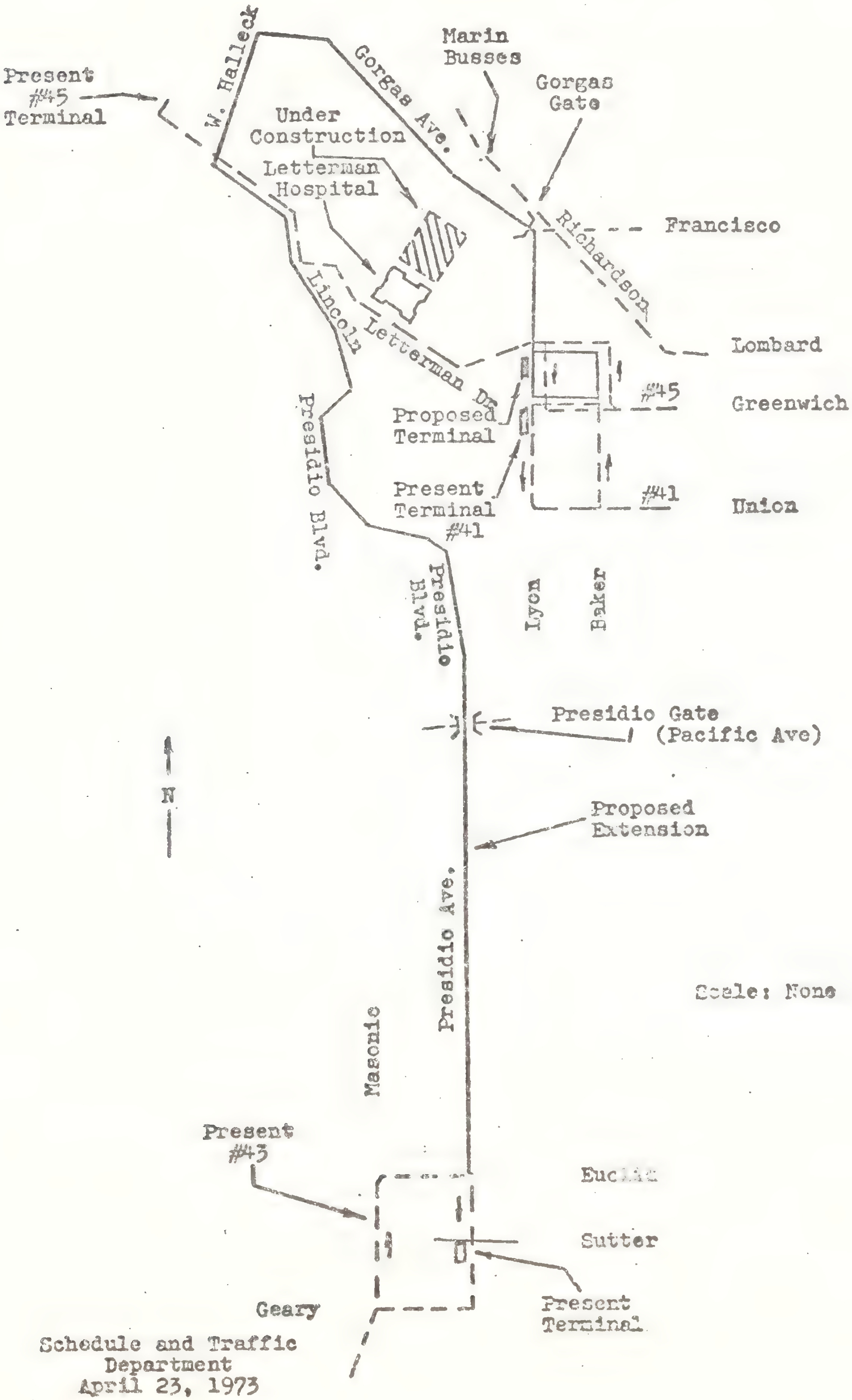
The attached traffic checks indicate a gradual build-up of passenger usage, and I recommend that the Commission authorize this extension to become permanent.

John D. Crowley

J. D. CROWLEY

SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line No. 43 - Roosevelt
Proposed Extension to Presidio of San Francisco


W. Halleck
Gorgas Ave.
Marin Busses
Gorgas Gate
Present #45 Terminal
Under Construction
Letterman Hospital
Richardson
Francisco
Lincoln
Letterman Dr.
Lombard
#45
Greenwich
Proposed Terminal
Present Terminal #41
#41
Union
Presidio Blvd.
Presidio Blvd.
Lyon
Baker
Presidio Gate (Pacific Ave)
N
Proposed Extension
Presidio Ave.
Scale: None
Masonic
Present #43
Euclid
Sutter
Geary
Present Terminal

Schedule and Traffic
Department
April 23, 1973

SAN FRANCISCO MUNICIPAL RAILWAY

M. C. 43 - ROOSEVELT
Presidio Passengers - Northbound (Inbound)

Due Arr. Time	ENTER PRESIDIO GATE					EXIT GORGAS GATE				
Pres-Cal	7-23-73 7-24-73	9-20-73 9-21-73	10-24-73 10-25-73	2-6-74 2-7-74	5-14-74	7-23-73 7-24-73	9-20-73 9-21-73	10-24-73 10-25-73	2-6-74 2-7-74	5-14-74
608½	2	-	-	1	-	0	-	-	1	-
628½	2	2	11	2	3	0	1	0	0	0
648½	9	8	7	10	10	1	0	0	1	0
708½	19	12	20	12	21	1	2	3	4	3
728½	12	11	22	8	16	4	7	5	4	3
747½ SC	-	13	8	8	13	-	10	1	0	3
751½ NS	12	-	-	-	-	2	-	1	-	-
809½ SC	-	4	5	1	6	-	0	1	1	1
811½ NS	7	-	-	-	-	0	-	-	-	
820½ SC	-	5	10	5	8	-	3	1	2	0
831	4	3	2	1	1	1	1	0	1	1
851½	5	2	7	2	8	0	1	1	0	2
911½	2	6	8	5	8	1	3	0	0	0
929½	2	2	6	2	5	0	1	0	2	0
949½	-	3	3	1	2	-	0	1	0	1
1009½	-	1	5	34	11	-	1	0	32	1
1029½	2	6	6	1	3	1	2	0	0	0
1049½	2	2	0	1	6	0	0	0	1	0
1109½	1	3	5	2	1	1	2	0	1	1
1129½	1	1	7	2	2	0	0	1	1	0
1149½	3	9	6	4	5	1	4	3	1	0
1209½	3	3	5	5	6	0	2	2	4	2
1229½	1	4	6	2	7	1	2	0	0	0
1249½	1	1	4	11	3	0	1	0	9	1
109½	9	1	2	6	5	3	0	1	1	3
129½	3	1	9	1	2	1	3	5	1	2
149½	1	5	1	7	3	1	1	0	7	2
209½	3	14	3	1	14	1	12	0	0	5
229½	3	2	10	6	9	3	2	3	1	4
249½	0	4	7	11	23	0	1	0	3	10
309½	2	6	10	24	11	2	3	3	21	2
329½ SC	-	9	10	7	17	-	3	1	2	7
331½ NS	1	-	-	-	-	1	-	-	-	-
344½ SC	-	5	3	3	3	-	4	2	3	3
351½	4	0	3	2	3	1	0	0	3	1
411½	1	2	1	5	6	1	1	0	4	1
431½	1	6	7	6	5	1	4	0	1	0
451½	1	2	4	4	2	1	1	0	2	2
511½	2	5	5	4	4	1	6	2	2	4
531½	0	0	3	4	12	0	0	0	3	3
551½	1	3	0	0	3	1	2	1	0	2
611½	0	0	6	0	1	0	0	1	0	0
Totals	122	166	237	211	268	32	86	38	119	70

Schedule & Traffic
Department
May 20, 1974

SAN FRANCISCO MUNICIPAL RAILWAY

M. C. 43 - ROOSEVELT
Presidio Passengers - Southbound (Outbound)

Due Arr Time Pres-Cal	ENTER GORGAS GATE 7-23-73 7-24-73	9-20-73 9-21-73	10-24-73 10-25-73	2-6-74 2-7-74	5-14-74	EXIT PRESIDIO GATE 7-23-73 7-24-73	9-20-73 9-21-73	10-24-73 10-25-73	2-6-74 2-7-74	5-14-74
636½	1	-	-	0	-	1	-	-	0	-
656½	0	0	2	0	1	1	1	4	0	3
716½	1	1	2	10	5	1	2	5	9	6
736½	2	2	2	3	0	3	6	12	4	4
756½	2	5	9	17	12	4	6	9	18	14
816½	3	15	11	7	22	3	17	15	13	25
836½	1	0	0	1	2	1	3	1	1	3
857½	0	1	2	3	1	0	1	4	3	3
918½	2	0	2	2	1	3	1	4	3	2
939½	2	2	2	4	18	4	2	3	5	22
1000½	0	0	1	2	1	2	0	7	3	1
1021½	-	0	0	1	1	-	3	1	3	4
1041½	-	1	0	3	0	-	1	6	1	2
1101½	1	1	0	0	2	4	1	4	0	4
1121½	1	3	1	2	2	1	6	2	4	5
1141½	1	1	1	0	0	4	4	5	3	1
1201½	0	1	0	0	1	1	1	0	0	7
1221½	4	0	1	1	1	6	5	5	1	6
1241½	1	0	0	1	3	2	2	0	2	7
101½	0	0	1	0	3	0	1	5	2	3
121½	0	1	1	2	0	0	2	4	2	-
141½	2	1	3	1	3	5	4	5	1	4
201½	2	2	0	28	0	3	6	3	29	2
221½	3	-	1	3	3	5	-	1	3	5
241½	6	1	1	0	0	8	3	5	0	5
257½	0	1	4	1	3	1	1	7	5	5
316½	5	1	4	4	2	11	4	9	9	10
341½	2	1	0	4	2	5	4	10	6	4
401½	3	1	4	4	1	6	2	13	10	6
421½	2	3	2	9	6	12	15	20	15	9
441½	4	1	0	2	3	19	16	15	15	25
501½	1	3	1	3	0	1	8	10	6	6
521½	1	3	2	2	3	4	4	10	10	6
541	0	3	1	0	7	2	6	4	1	13
601½	0	2	1	1	4	2	2	6	2	10
Totals	53	60	62	121	86	123	140	204	189	232

Schedule & Traffic
Department
May 20, 1974

MONTHLY REPORT FOR MAY 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 100% to 168% of normal as of May 15; Alameda watersheds averaged from 126% to 140% of normal for the same period.

2. Hetch Hetchy water import: An average of 157.0 million gallons per day (MGD) for the month of April.

3. Sunol Valley Filtration Plant treated 40.1 MGD.
   San Andreas Filtration Plant treated 50.6 MGD.

4. Consumption (MGD average):

   April 1974 - 224.1)
   April 1973 - 244.8) 8.5 per cent less

   12 months preceding

   May 1, 1974 - 249.7)
   May 1, 1973 - 245.7) 1.6 per cent more

5. Storage (million gallons) as of May 15:

   Alameda Div.

   1974 - 24,938)
   1973 - 38,492) 35.2 per cent less

   Peninsula Div.

   1974 - 24,461)
   1973 - 22,662) 7.9 per cent more

   Total

   1974 - 59,399)
   1973 - 61,154) 2.9 per cent less

Operations and Maintenance

[illegible]

Embarcadero Station

The 16" ductile iron pipe crossing Market at Beale Street was put into service and the 16" and 8" temporary steel bypasses were installed at Beale and Market Streets.

Calaveras Dam

Several meetings have been had with representatives of State Division of Dam Safety regarding the repair of Calaveras Dam. The State has requested additional information and it is expected this information will be available in two weeks, and at that time we expect to receive informal approval for the contract. It appears that the water level will be lowered sufficiently to permit construction and that the construction will be started on schedule.

Water Rate Study

On April 15, a meeting was held at the Water Department Building with EDAW, Inc., Consultant on recreational study of Crystal Springs watershed, and representatives of the San Francisco and San Mateo County Citizens Advisory Committees. At this meeting the Water Department Consultant was furnished with input from the Advisory Committees, which was discussed in general. The Consultant stated that his preliminary report would be ready for presentation to the Advisory Committees on or about the first of June. These two Committees will be advised of the exact date of a presentation to them of the information.

Budget Freeze

Mr. Frye attended a meeting on April 24 of the Supervisors' Budget and Governmental Efficiency Committee on the freeze of current funds for capital items. While no real progress was made on Additions and Betterments and Reconstruction and Replacement, the Committee did release $62,000 for the purchase of equipment.

Water Sales

Total Collections

April 1974	April 1973	Increase
$1,833,321	$1,648,779	$184,542

Net Paying Sales

Fiscal Year 1973-1974 to April 30	Fiscal Year 1972-1973 to April 30	Increase
$20,849,095	$20,505,275	$343,821

Leases and Permits

Rents for the month of March included:

Santa Clara Sand and Gravel	$4,786.87
Crystal Springs Golf Course	4,606.31

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 13 vehicles.

Vehicular Accidents

During the Month of April there were 3 accidents, in 2 of which the Department driver was at fault. Our frequency rate for all accidents was 15.45 per million miles while driving 194,229 miles.

Industrial Accidents

There was 1 lost time injury in April. There are a total of 11 for the calendar year.

Service Renewals

	April 1974	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	212	1,895

Meter Repairs

	April 1977	Fiscal Year 1973-1974
CDD - all sizes	350	3,455
Peninsula (inspected and repaired as needed)	-0-	-0-

Meter Repairs (Continued)

	April 1974	Fiscal Year 1973-1974
Contract Program 1, 1-1/2, and 2-inch	15	122

Flushing

There was no area flushing for this month due to training of a promoted Foreman to Flushing Gateman.

	April 1974	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	-0-	-0-
Number of individual flushings to correct objectionable conditions	21	108

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0132-MR 4-23-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD	Settlement
Non-litigated Settlements					
Robert D. Burns	73 S 0709-3 $2,500.00	1-3	4-4-74	(A $ 500) (B $2,000)	$ 2,500.00
Carol Goldstein	73 B 0733-1 $125,000.00	5-6+	10-1-73	A	4,500.00
Pansy Hee	73 B 0042-1 $20,000.00	2-7+	7-6-73	A	2,350.00
Julie Anne Segedy	73 S 0559-1 $10,300.00	17-1	1-16-74	A	1,950.00
Litigated Settlements - CA Office					
Alberta Chapman	69 B 0595-5 $200,000.00	6-3	9-1-69	A	35,000.00*
(Co-defendant to pay $15,000.00)					
Margrette L. Davis	69 T 1650-2 $25,000.00	22-3	3-12-70	A	6,500.00
Eleanor Hahir	70 B 0641-1 $10,597.25	8-6+	9-8-70	A	2,000.00
(Co-defendant to pay $1,500.00)					
Matilda Ragghianti	71 B 0608-1 $10,000.00	4-7+	9-25-71	A	2,400.00
					$ 57,200.00

*Appro. 3.735.804.999	$15,500.00
Appro. 3.735.804.000	$41,700.00
	$57,200.00

AND BE IT RESOLVED, That the portion of Resolution 69-0874-MR adopted 12-9-69, pertaining to the sum of $700.00 payable to Jeanne A. Herting, be rescinded. This allotment was made from Appro. 9.735.804.000. (ED follows)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD
Jeanne A. Herting	68 T 2177-1 $20,000.00	13-1	4-17-69	(A $680.00) (B $ 20.00)

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 23, 1974.

John C. Farrell

Secretary and Assistant General Manager

4/17

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT
FOR FEBRUARY 1974

ORAL L. MOORE
Acting General Manager

PUBLIC SERVICE

Muni Man of the Month

At the time of writing this report no operator had yet been selected for February. His selection will be covered in next month's report.

Information Service

Effective April 1, 1974, at 8:00 A.M., Muni will have a new telephone answering facility to receive calls inquiring about routes and schedules. The facility will accommodate ten information clerks, including two training positions, and a senior information clerk at one time. The equipment can handle ten concurrent calls plus holding ten additional callers.

Our objective is to be able to handle all persons attempting to obtain information without anyone getting a busy signal or having to wait more than a few minutes for an operator's attention

The number to call is 673-6864 (673-MUNI).

The public will be informed via newspaper articles and other promotional means.

Also included in this change is a new office area, furniture, and telephone equipment

Monthly Pass

Fast Pass will go into effect May 1 for a trial period. Sales are to begin mid-April. Several business establishments have agreed to sell them in addition to sales directly from Muni to patrons The price is $11 per month; and the pass is acceptable for rides on any Muni vehicle in transit service as often as the holder presents it. A new pass must be purchased for each month

TRANSPORTATION

Automatic Vehicle Monitoring

On February 7, 1974, the Motorola Communications & Electronics representatives presented a demonstration of their Metrocom System at the Jack Tar Hotel. A number of officials of the Municipal Railway attended the demonstration. The Metrocom System is the two-way communication between the bus operator and the Central dispatcher. A high-speed digital selective signalling system is utilized providing for individual selection of a bus by address number, group calling or all-call which allows for contacting all of the buses assigned on a given channel. In addition, the system provides for an Emergency Alarm function to be initiated by the bus driver when an emergency arises where the driver cannot safely communicate by voice, such as a case of robbery or physical violence. In this sense it would substitute for police surveillance in the vehicles and be much less expensive.

We are studying the system intently and may eventually purchase it or a similar system.

Combination of Lines 25 and 80

An interdivisional sign-up between Ocean and Kirkland Divisions went into effect on February 10, 1974. The 25-Bryant Line and 80-Leavenworth were combined into one line which will hereafter be designated as Line 25-Bryant. The new combined line provides service to the Powell Street BART Station, besides improving coverage to the Hall of Justice and the Cow Palace from the north of Market area.

Northbound, the destination signs for the old 80 Line will be used - "Fillmore" or "Hyde to Chestnut." The southbound destination sign will remain as the "Cow Palace."

New Reduced Fare

Effective February 14, 1974, the five-cent reduced fare privilege was extended to certain handicapped persons. The fare will be in effect during the same hours as the Senior Citizen's fares. A yellow San Francisco Municipal Railway Reduced Fare Identification Card stamped ADULT in reddish purple ink in lower right corner will be issued as an identification card to handicapped persons who qualify for the reduced fare. Upon presentation of this identification card, the person may pay a five-cent fare or request one punch from a school card stamped SPECIAL PRIVILEGE.

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1973-74	
Filed - prior months	1676	$25,150,936.80
Filed - February, 1974	196	1,406,949.92
Totals	1872	$26,557,886.91

	1972-73	
Filed - prior months	1567	$19,865,074.42
Filed - February, 1973	211	1,751,499.15
Totals	1770	$21,616,573.57

Above indicates an increase in both number of claims filed and amount over last fiscal year, 1972-73, at this time.

Claim Settlements

Budgeted: (1973-74)			$2,800,000.00
Settled--prior months	(1046)	$1,791,640.53	
Settled--February	(150)	226,205.20	
Totals		$2,017,845.73	$2,017,845.20
Balance			$ 782,154.80

ACCOUNTING & FINANCE

Revenue and Passengers

During February we served 9,401,210 passengers for fares totaling $1,996,570. The fares represent an increase of $130,248 over last February.

EQUIPMENT

$$ Saving on Parts Purchase

By February 6, 1974 Muni had taken delivery of three carloads of new and used trolley coach parts from Chicago Transit Authority. Muni's decision to bid was a good one as we spent approximately $75,000 on trolley coach parts, which would cost four times that amount if purchased on today's market. One item alone, 27 used traction motors, would cost over $135,000 if purchased new at this time. Included in the shipment were many other badly needed parts such as control groups, air compressors, blower motors, retrievers, and 13,500 trolley shoe inserts.

Personnel

Mr. Warren DeMerritt has accepted a temporary appointment as Transit Equipment Shops Supervisor and Mr. Scott Day has accepted a permanent appointment as Cable Machinery Supervisor.

WAYS & STRUCTURES

Street Work

Manholes at two intersections were raised - Stockton and Broadway and at Mason and Columbus. (Refer to December Report for reasons.)

Track Work

A major rail replacement of a curve at First and Market Streets was made that involved several days and two nights. The night hours were utilized because the streetcars involved are currently not running between the hours of 10:30 P.M. and 5:30 A.M. at this location due to the Twin Peaks Tunnel reconstruction.

TRANSIT IMPROVEMENT PROGRAM

Tubbs Motor Coach Storage and Maintenance Facilities

The firm of Dan Caputo Co., Inc., the low bidder for the Tubbs facility was given the notice to proceed on February 23, 1976. The first day of the contract was established as February 25, 1976, and the Contractor has 300 calendar days to complete the construction. The Contractor has begun clearing and grubbing work at the site. The completion of this phase of construction will provide a storage and maintenance facility for the Ocean Division motor coaches to be transferred from the site of the new Muni Metro Center to permit its construction.

Muni Metro Center

Plans and specifications are being prepared by International Engineering Co. for the construction of this project. A scale model showing the shop building and the related landscaping has been constructed and is kept downtown at the company's office.

Municipal Railway Operator Training Simulator

Specifications have been prepared for the acquisition of a simulator unit for training purposes for the Municipal Railway transit vehicle operators. A TIP staff member attended a demonstration in Tulsa, Oklahoma.

Cable Car Boarding and Fare Collection Installation

Plans and specifications for this project have been completed and will be submitted in the early part of March to the Public Utilities Commission and Urban Mass Transportation Administration for approval and authorization for bid call. The design of this project has been approved by the City's Art Commission, and the environmental effect of this construction will be given a negative declaration by the City Planning Department. The completion of this facility will eliminate the present cable car passenger boarding congestion condition and enhance the fare collecting efficiency.

Re-railing Twin Peaks Tunnel

L. M. Shupe, Inc., the Contractor for re-railing the Twin Peaks Tunnel has assembled the rails, ties and other accessories in the marshalling area, a section of M-Line right of way approximately 600 feet long, on 19th Avenue near Stonestown. All preliminary preparations and preconstruction work have been completed. The Contractor will start installation of new rails and ties in the tunnel at night, starting at the West Portal end of the tunnel in the early part of March.

Re-railing N-Line

The complexity of this construction, which involves sewer work, sidewalk narrowing, undergrounding feeder cables, overhead trolley wires as required for the LRV pantograph conversion besides re-railing the N-Line car track, has dictated the decision to have the project put out for contract and administered by the Department of Public Works. This procedure was chosen to allow better coordination of various phases of construction and minimize the time of tearing up the area. The project will be advertised for bid call in March.

Twin Peaks Tunnel Repair

Requests for Proposals were forwarded to three firms for furnishing professional services for investigating and recommending structural repairs to Twin Peaks Tunnel. The tunnel will become an extension of the Market Street Subway when BARTD completes the subway construction for Muni. Proposals were received from the following firms on February 11, 1974:

1. H. J. Brunnier Associates
2. Jacobs Associates
3. DeLeuw, Cather & Co.

Proposals are now being reviewed by the Transit Improvement Program Control Group. After detailed analysis and evaluation of the proposals, recommendation will be made to UMTA and the City's Public Utilities Commission for awarding the contract to the best qualified firm.

MONTHLY REPORT FOR MARCH 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 102% to 174% of normal as of April 15; Alameda watersheds averaged from 126% to 144% of normal for the same period.

2. Hetch Hetchy water import: An average of 147.8 million gallons per day (MGD) for the month of March.

3. Sunol Valley Filtration Plant treated 52.0 MGD.
   San Andreas Filtration Plant treated 46.7 MGD.

4. Consumption (MGD average):

   March 1974 - 195.7)
   March 1973 - 196.5) 0.4 per cent less

   12 months preceding

   April 1, 1974 - 251.4)
   April 1, 1973 - 246.0) 2.2 per cent more

5. Storage (million gallons) as of April 15:

   Alameda Div.

   1974 - 26,908)
   1973 - 41,218) 34.7 per cent less

   Peninsula Division

   1974 - 25,628) 6.4 per cent more
   1973 - 24,096)

   Total

   1974 - 52,536)
   1973 - 65,316) 19.6 per cent less

Operations and Maintenance

BARTD

Embarcadero Stations

Work has been started on the 16-inch ductile iron water pipe crossing Market at Beale Street, and approximately 40 feet of 16-inch temporary steel water main on the South side of Market Street and West side of Beale Street has been relocated.

West Portal Station

Preliminary specifications and drawings have been received and are being reviewed.

Main Breaks

Four main leaks developed in the 24-inch Sutro steel main between Stanyan and Anza and Geary and Parker. The main is relatively new, 1953, and an investigation is underway to determine the cause of the corrosion, which may be the result of severe electrolysis action from the Municipal Railway.

Curtailment of Department Operation

Because of a City-wide strike by miscellaneous employees from March 7 to 15, Department operation was severely curtailed but no untoward event occurred, and normal service was quickly restored at the conclusion of the dispute.

Budget Freeze

On March 19, Mr. Frye attended a meeting of the Budget and Governmental Efficiency Committee of the Board of Supervisors, which was called for the purpose of reviewing the justification of all items in the Capital Improvement Program. The Controller, at the request of this Committee, had previously frozen all funds in capital accounts unencumbered by the Controller except those required for personal services. No Water Department funds were released from the freeze at this meeting, pending a review requested by the Committee, of the availability of bond funds for funding capital items in the current budget. Since this meeting the Controller has released funds for one service renewal contract, one main extension contract, and one main replacement contract and the materials and supplies required to keep Water Department forces gainfully employed.

Mr. Frye attended a second meeting of the Budget and Governmental Efficiency Committee on April 2, in a further attempt to secure the release of Water Department capital funds. Again, no funds for capital projects were released, however, all remaining equipment funds in the amount of $462,714 were released. The matter of use of bond funds was not discussed, but the transfer of funds from the sale of land to the State for Highway 280 received appreciable comment. The Committee put a hold on these funds, most of which have not been received by the Water Department, with a view toward transferring them to the General Fund. In response to a question as to their availability, Mr. Frye replied that the matter would have to be referred to the City Attorney and to the Controller. The funds involved are $1.2 million, which is the remaining payment plus interest for the right of way North of Doran Bridge, and $3.74 million, which is payment for the right of way South of Doran Bridge and the Ralstron interchange. While not discussed with the Committee, the $1.2 million is required to balance this year's budget, and the $3.74 million not yet received by the Water Department, is required to balance next year's budget. As presently estimated, without the land money, the carry over balance of unappropriated funds at the end of this fiscal year will be only about $500,000.

Water Rate Study

On April 4, Mr. Frye and Mr. Medbery and John Luthin and Harris Zeitzew of Brown and Caldwell, met with the following representatives of the suburban consumers of the Water Department: Messrs. Thomas Jenkins, Attorney; Jeptha Wade, California Water Service Company; Warren Mitchel, Redwood City; and Walter Schultz, Leeds, Hill & Jewett, Inc., Consulting Engineers. A draft of the final recommendations of the rate study made by Brown and Caldwell was discussed and while there was agreement on the reasonableness of the proposed rate, the suburban consumers were unwilling to approve the method used to calculate the assessment paid to Hetch Hetchy on the joint water and power facilities. Mr. Jenkins is to write a letter with any recommended modifications to the final draft. These will be reviewed by this Department and transmitted to the consultants for inclusion in the final report where appropriate or for a separate presentation as the suburban comments. The suburban people also wish to initiate negotiations for a revised contract to extend to the year 2000.

Sawyer Camp Road

Mr. Frye and Mr. Medbery met with representatives of San Mateo County Recreation and Park Department on

April 8 to discuss closing Sawyer Camp Road in the Crystal Springs watershed to motor vehicles other than Water Department vehicles on operational missions. San Mateo County seems willing to pay the cost of road improvements required for the use of hikers, equestrians and bicycle riders. Because of its location and the difficulty of policing this strip of road, the Water Department is strongly in favor of this proposal.

Disaster Planning

On April 10, Mr. Frye, and Mr. Tracy (representing the General Manager of Public Utilities) attended a meeting of the Emergency Planning Committee. The following were distributed and discussed: A revised Emergency Operations Plan, the War Emergency Contingency Plan, and the Oil and Hazardous Materials Pollution Contingency Plan. The Bay Area Earthquake Response Plan was discussed, and it was indicated that the preliminary draft of the San Francisco Earthquake Response Plan would be distributed in the near future. It is proposed to have a workshop on the plan the latter part of May. Emergency purchase orders in the event of a disaster were discussed, and a representative of the Planning Department discussed the Community Safety Element of the San Francisco General Plan. This element will include reports on geological hazards and on structural hazards, which should be published this month.

Water Sales

Total Collections

March 1974	March 1973	Decrease
$1,709,519	$1,839,282	$129,763

Net Paying Sales

Fiscal Year 1973-1974 to March 31	Fiscal Year 1972-1973 to March 31	Increase
$18,921,718	$18,518,790	$402,928

Leases and Permits

Rents for the month of February included:

Santa Clara Sand and Gravel	$5,165.01
Crystal Springs Golf Course	4,422.57

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 15 vehicles.

Vehicular Accidents

During the month of March there were 4 accidents, in 2 of which the Department driver was at fault. Our frequency rate for all accidents was 22.91 per million miles while driving 174,559 miles.

Industrial Accidents

There was 1 lost time injury in March. There are a total of 10 for the calendar year.

Service Renewals

	March 1974	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	161	1,683

Meter Repairs

	March 1974	Fiscal Year 1973-1974
CDD - all sizes	304	3,105
Peninsula (inspected and repaired as needed)	-0-	-0-
Contract Program 1, 1-1/2, and 2-inch	16	107

Flushing

There was no area flushing for this month due to training of a promoted Foreman to be the Flushing Gateman.

	March 1974	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	-0-	-0-

	March 1974	Fiscal Year 1973-1974
Number of individual flushings to correct objectionable conditions	14	155

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

The minutes of the regular meeting of the Commission held June 11, 1974 were approved.

RESOLUTION NO

On motion of Diviny, seconded by Byrne, the Commission ratified the following resolution approved by telephone poll of the Commission on June 18, 1974:

74-0206 M Ratification - Procurement of 135 additional electric trolley coaches

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the Commission ratified the following resolution approved by telephone poll of the Commission on June 18, 1974:

74-0207 M Ratification - Modification of MR Contract No. 588 - $5,675.20 debit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0208 W Approving revised Schedule of Rates to be charged by the San Francisco Water Department for water service in San Francisco and suburban areas.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0209 H Bid Call, HH Contract No. 483 - Moccasin and Tesla Portal Buildings - Exterior Painting and Roof Preservative

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0210 H Bid Call, HH Contract No. 480 - Construction of Moccasin Shops Paint Room

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0211 H Bid Call, HH Contract No. 499 - Moccasin and Early Intake - Reroof Cottages and Garage

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0212 H Bid Call, HH Contract No. 501 - Moccasin Buildings - Repair, Weatherproof

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0213 H Modification of HH Contract No. 493 - 19th Avenue and Muni Right of Way, Junipero Serra Boulevard to St. Francis Circle, Underground Duct System - Underground Construction Company, Inc., Contractor - $3,328.50 debit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0214 H Supplemental Appropriation - $43.20 Retroactive Wage Rate Adjustment, June 16 - 30, 1973 -

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0215 H Supplemental Appropriation - $900 Retroactive Wage Rate Adjustment, May 1-June 30, 1974 - Carpenter classes

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0216 H Approving collections of damage claims by Bureau of Light, Heat and Power - Month of May 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0217 H Settlement of claim of National Bridge Company

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0218 H Completion of HH Contract No. 442 - Motorized Valves-San Joaquin Pipelines Oakdale Portal and Tesla Portal Valvehouse - Total amount of contract, $28,280.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0219 H Award of HH Contract No. 484 - Replace Interior Lighting System - O'Shaughnessy Dam - Amount, $45,000.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0220 W Completion of WD Contract No. 1639 - Laying of 6-Inch Ductile Iron Main in Yale, Amherst and Princeton Streets between Felton and Silliman Streets - $34,409.10, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0221 W Completion of WD Contract No. 1522 - Building for Experimental Water Treatment Microstrainer near Sunol - Amount of contract, $15,391.85

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0222 W Consent to Assignment and Sublease, and Assignment of Sears Roebuck and Company right of way lease, Santa Clara County

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0223 W Award of WD Contract No. 1602 - Laying of 12-Inch Ductile Iron Main in Folsom, Main, Harrison and Other Streets - Underground Construction - Net amount, $77,065.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0224 W Award of WD Contract No. 1653 - Laying of 12-Inch Ductile Iron Main in Newhall Street between Evans and Galvez Avenues - W. L. Fairey, Palo Alto - Net amount, $20,350.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0225 W Award of WD Contract No. 1656 - Stanford Heights Reservoir Remedial Landscaping, Agua Way, San Francisco - Hand and Hawkins, Cotati, California Lump sum amount, $11,785.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0226 W Approving assignment of Funds - Contract L. R. Yegge Company - WD Contract No. 1595 - Structural and Walkway Repairs, Dumbarton Pipeline Bridge

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0227 W Jurisdictional transfer of portion of Parcel 22 (Ocean-Phelan Avenues) to Department of Public Works

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0228 W Supplemental Appropriation - $7,022,300 Various Projects 1972 Municipal Water System Bond Fund

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0229 W Supplemental Appropriation - $3,390 Retroactive Salaries Fiscal Year 1973-74, Transportation Promotive Series

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0230 W Supplemental Appropriation - $89.89 Retroactive Wage Rate Adjustment, June 16-30, 1973 - Carpenter classes

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0231 W Supplemental Appropriation - $1,700 Retroactive Wage Rate Adjustment, May 1-June 30, 1974 - Carpenter classes

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

74-0232 W Retirement of H. Christopher Medbery - 37 years of City service, all with the Water Department

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0233 M Approving payment of claims - Month of May, 1974 Municipal Railway

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0234 M Approving write-offs, compromise settlements and collections of damage claims - May 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0235 M Renewal of Agreement with U. S. Post Office Department for one-year period, commencing July 1, 1974 - sum of $36,567, to be paid in quarterly installments

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0236 M Award of Vending Machine Agreement - Municipal Railway - for a one-year period, with provision for a one-year extension - Automatic Merchandising Company - effective July 1, 1974 - annual consideration to be a minimum sum of $3,000 or a sum equal to the aggregate of bid percentages of gross revenue

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

74-0237 GO Approving sub-grant agreement - Summer Employment Minority Engineering Students - Total amount, $23,100

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0238 M Municipal Railway transfer of funds for wages of Shop employees

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

74-0239 GO In Memoriam - Lloyd J. Cosgrove - Member, Public Utilities Commission, May 12, 1943 to January 13, 1945

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0206-MR Approving payment of claims against the Municipal Railway in total amount of $23,977.60

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Special Order of Business: 2:30 p.m.

PUBLIC HEARING to consider system-wide revision of the SFWD schedule of water service rates.

Secretary John C. Farrell stated that pursuant to City Charter provisions, notice of the public hearing was published in the official newspaper of the City for five days (June 10 through 14, 1974), the last publication date being not less than ten days before the meeting date.

General Manager and Chief Engineer of the San Francisco Water Department Arthur H. Frye, Jr., presented a statement outlining the basis for his recommendation for water rate adjustment providing for a 17.4 percent increase in all categories of water charges both inside and outside San Francisco, except Schedule W-41, Service Installation,

"This proposed increase in rates and charges is essential for the San Francisco Water Department to continue its operation on a sound financial basis. This increase is required to meet the increasing costs of projects in our capital programs, as well as our day to day operations due to inflation. The capital programs include not only the repairs and rehabilitations required to maintain the existing system, but also the additions and betterments necessary to meet present and anticipated consumer demands on the system. This increase is based on the study made by the consulting firm of Brown and Caldwell under the direction of Mr. John Luthin in collaboration with Mr. Harris Zeitzew. It is an in depth study of the financial development of both the Hetch Hetchy Project and the Water Department.

"In 1930 when the people of San Francisco purchased the privately owned Spring Valley Water Company the total water consumption was 52.3 MGD. At that time only 6 percent (3.1 MGD) was delivered to consumers outside San Francisco. During last fiscal year, 1972-73, consumption averaged 247.92 MGD, and 59 percent (145.41 MGD) was delivered to consumers outside San Francisco. By the year 2000 it is estimated that these outside customers will require two-thirds of the total daily consumption.

"This increase in consumption resulted from growth over these past 40 odd years, in which San Francisco's regional water operation has played an essential role in the development of a substantial part of the Bay Area. Today we are serving about 2,000,000 people in the City, and in San Mateo, Alameda and Santa Clara Counties.

"During the past 44 years the Department has been able to meet its obligations and perform all of its functions through a combination of economical operation and the increasing water sales as mentioned above. Today, however, sales are not increasing as fast as costs are rising, and we are forced to request an increase in rates. I should like to emphasize that our rates and charges today are just about what they were when the City bought out Spring Valley in 1930 over 44 years ago. In view of the spiraling costs due to inflation during the past decade the proposed increase of 17.4 percent is indeed a modest request.

"It is interesting to note that during the decade prior to 1970 the Los Angeles Department of Water and Power made three (3) rate increases for an over all increase of approximately 39 percent. In October, 1969 the East Bay Municipal Utility District raised water rates by 24 percent. (The District also has tax

subsidies of 14.8¢ in Alameda, and 15.5¢ in Contra Costa.) Since our last rate increase in June of 1970 the Los Angeles Department of Water and Power has raised rates four times - 6 percent in July, 1970; 9 percent in June, 1972; and 4 percent in November, 1973. Also, the East Bay Municipal Utility District has put in a two part increase of 12-1/2 percent in April, 1973 and an additional 7 percent in April, 1974.

"Proposed schedule "W-1" applies to all water users within San Francisco, and is a 17.4 percent increase in all rates and charges. For example, a family using 700 cu. ft. per month, which is representative of many of our smaller customers, would pay $6.44 bimonthly under the new rates, which is an increase of 98¢ over their present bill or 1.6¢ more per day. Similarly, all of the other proposed schedules for water service applying to customers both within and outside the City, have been raised 17.4 percent except for Schedule W-41 applying to service installations which has not been increased. Revision of Schedule W-41 will be the subject of a later presentation to the Commission.

"Since practically all of the water delivered to customers outside San Francisco is sold to large wholesale customers who use large amounts of water, they fall into the lower cost brackets. The average cost of all such water sold to these large customers for 1972-73 was 18.2¢ per 100 cu. ft. The proposed 17.4 percent increase would raise this average cost by about 3-1/8¢ (3.17¢) per 100 cu. ft.

"Unless this increase is approved there will not be sufficient funds to accomplish the capital program of the Department.

"This increase will provide an estimated additional $3,500,000 in revenue during the period September, 1974 through June, 1975, and for the full fiscal year of 1975-76 will provide an estimated $4,500,000.

"It is hoped that this Commission and the Board of Supervisors will take favorable action on this proposal so billings under the new rates and charges can become effective based on meter readings made on and after September 9, 1974.

"I therefore recommend that a resolution be adopted approving the revised schedules of rates and charges reflecting a 17.4 percent increase in all schedules except schedule W-41 - Service Installations."

John C. Luthin, Vice President of Brown and Caldwell, Consulting Engineers, summarized the results of the expanded water rate study as authorized by Resolution No. 71-0100, adopted March 23, 1971.

Part 1 of the study covers past capital costs and financial results of Hetch Hetchy operations, and projects into the near future costs assignable exclusively to water and power production and the joint costs assignable to the two functions. Part 2 estimates the total annual cash flow requirements of the San Francisco Water Department and allocates the near future revenue requirements between the City and suburban customers.

Part I entitled "Evaluation of Annual Hetch Hetchy Assessment to the San Francisco Water Department" was submitted in January, 1972.

> On the basis of the cost allocaton procedures recommended for the Hetch Hetchy Project, equitable annual assessments to the SFWD for Fiscal Years 1972-1973 through 1976-1977 have been developed and are proposed in the preliminary report. The amounts of the annual Hetch Hetchy assessments during this 5-year period are significant to the water rate study.

Part II entitled "Revenue Requirement Study for San Francisco Water Department" was submitted in July, 1972

> The preliminary report includes a determination of the total revenue requirements of SFWD for Fiscal Years 1971-1972 through 1976-1977; an equitable determination of these revenue requirements between the City and suburban customers; and a determination of the average rate increases required from the City and suburban customers to achieve the total revenue requirements.

The Summary Report of Water Rate Study for the San Francisco Water Department submitted by Brown and Caldwell in May, 1974, includes a resume of the above two reports; a summary of the discussions at the subsequent meetings which were held concerning the recommendations in the reports; and the proposed agreement reached with representatives of the suburban resale customers, regarding a uniform increase in both the suburban and City water rates.

Mr. Luthin said that in making the exhaustive study of annual cash flow requirements of the San Francisco Water Department for the study period, several additional matters that influence revenue requirements were studied in detail. The capital improvement program that had been scheduled for a 10 year period was carefully reviewed and many of the improvements were re-scheduled in order to smooth out the annual capital requirements.

Reconsideration was given to the value of the free service rendered to municipal enterprises as a measure of its reasonableness in substituting the free service for an in-lieu tax payment to the City. This procedure follows a requirement of the City charter. After having tested the reasonableness of the amount involved, it is proposed that this practice be continued.

Other considerations involved in the study include the availability of amounts arising out of the sale of Water Department properties.

After considering all of these matters and developing factual data in support of the revenue requirements, it was determined that a 17.4 increase in rates would provide sufficient revenue to meet the cash flow requirements through 1977, assuming that the rates would be made effective January 1, 1973. Postponement of the effective date has, of course, resulted in a deficiency in anticipated revenues. Current projections of revenues vs. revenue requirements indicate that certain planned capital expenditures must now be deferred until after 1977, as a result. It also appears that a further rate increase will be required by that time.

In their report Brown & Caldwell recommended that rates to suburban wholesale users be increased by 20.4 percent and that rates to City users be increased 14.5 percent.

This differential resulted from the treatment given to the repayment of past amounts due from the suburban wholesale users. The annual effect is obviously variable according to the selection of a repayment period and interest rate. The suburban group opposed the differential rate increases, but expressed willingness to accept an across-the-board 17.4 percent increase to all users. A modification of the repayment period made it possible to equalize the rate increase between the City and the suburban groups.

Several meetings were held with the representatives of the suburban wholesale users and they have agreed not to oppose a uniform City and suburban increase in rates of 17.4 percent. Brown & Caldwell proposes that all rates be increased by that percentage.

Commissioner Flynn then invited remarks from the audience. Seven persons spoke:

Mr. Thomas Jenkins, Attorney, #1 Kearny Street, San Francisco, represented the Bay Area Water Users...27 cities and districts which, along with San Francisco, use water from the Hetch Hetchy System.

Mr. Jenkins expressed recognition on the part of the 26 suburban water agencies of San Francisco Water Department's need now for additional funding, and their concurrence in the 17.4 percent rate hike for both City and suburban users.

He stated, however, that they do not agree with the premises upon which the conclusions by Brown and Caldwell were reached. They do not agree with the concept that they owe money--to the contrary. They do not agree with the concept of paying back. They do feel that this water system is one system and ought to be viewed that way, and that except for a continuation of the current 18 percent rate differential there should be no distinction between suburban and San Francisco consumers.

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Victor Honig, 88 First Street, San Francisco, a certified public accountant and San Francisco property owner, urged that the Commission reject the proposed rate increase.

He contended that the suburban customers who are now making majority use of the water delivered through the system, should pay a higher proportion, as they have not contributed a fair share of the original capital costs and system expansion costs incurred which were borne by the San Francisco taxpayers.

He quoted from Pages 62 and 63 of the "Revenue Requirement Study" July 1972, by Brown and Caldwell, the section entitled "Construction Cost Recovery from Suburban Users."

> "The City and County of San Francisco has incurred substantial recent indebtedness as a result of anticipating and supporting this mushrooming suburban demand on the system. The total investment by San Francisco in the water portion of the Hetch Hetchy system and in the SFWD system now exceeds $336,000,000.

"Expansion of Hetch Hetchy system capacity from 215 mgd to 290 mgd was achieved through construction of San Joaquin Valley Pipeline No. 3 ($22,000,000) and purchase of storage space in the new Don Pedro Reservoir ($52,800,000), both financed primarily by the 1961 Water Bond Issue.

"These costs would not have been necessary for many years in the future, were it not for the rapidly escalating suburban demand, because of San Francisco's declining population and loss of industrial customers. However, today's San Francisco customers are paying their full share of these system-expansion costs, although the suburban customers will be the primary beneficiaries for the foreseeable future.

"Development of both the Hetch Hetchy and SFWD source of supply systems has supported the extensive suburban growth with virtually no capital cost burden to the suburban communities for local storage reservoirs or other local water supply facilities.

"Because many suburban resale customers are now peaking directly off of the SFWD system, further additional capital investment will be required by SFWD for balancing reservoirs, pumping plants, and other supporting facilities, imposing still further cost burdens on the San Francisco customers.

"However, these same suburban customers who are now making majority use of the Hetch Hetchy water system have not yet contributed an equitable share of the prior system construction costs, in proportion to their current and projected participation.

"Suburban water rates must therefore not only recover a proportionate share of the current maintenance, operation and replacement costs of the system, but must also recover an equitable share of the prior expenditures for construction of the system."

Mr. Honig pointed out that the original recommendation by the consulting engineers was a 20.4 percent increase to suburban wholesale users, and 14.5 percent increase to City users.

He also felt it was an unfair advantage to the larger user to pay a lower rate than the small home owner.

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William B. Kunzig, 456 Post Street, San Francisco. President of the Residential Hotel Owners Association of San Francisco. (193 hotels, consisting of 12,300 rooms).

Mr. Kunzig said that any increase in water rates should be counterbalanced by an appropriate decrease in sewer charge. A hotel pays almost two times as much for the sewer charge as for water.

He also expressed concern that the small user pays a higher rate than the large user. This should be reversed; and if this is impracticable, then everyone should pay the same rate.

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At this point Commissioner Berman asked Mr. Luthin of Brown and Caldwell to explain the basis for the rate differential.

Mr. Luthin explained that the "block type rate schedule," used by metropolitan areas through the western region, is determined on what it costs to serve the consumer. It follows the concept that the small users are the ones who lay the greatest burden of cost on the system and the large users the lowest cost, in that the small users create greater peak periods. On that basis, the so-called demand cost--the additional cost to supply these customer needs through peak days and peak hours--must be placed on them.

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Col. M. A. Fellhauer, 40 El Verano Way, San Francisco, representing American Association of Retired Persons, spoke on the effect the increased water rates would have on the aged living on a fixed income. There are 140,000 people in San Francisco over 60 years of age, he said. The senior citizen living on a small income cannot take on the additional burden.

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Walter J. O'Donnell, #55 - 5th Street, San Francisco. Representing Self Help for Aging.

Mr. O'Donnell urged that consideration be given to the senior citizens on low incomes living in housing projects.

He supported the previous speakers relative to proportion share borne by City and suburban users, and the differential between large and small users.

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J. F. Enos, 1251 - 31st Avenue, San Francisco, said he was in opposition to the Water Department making more profit. The long-term residents of San Francisco are being forced into an untenable positions--their funds and incomes are not unlimited.

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Peter Lochin, 978 Page Street, Berkeley. Graduate Student of University of California, working on master thesis on "water Conservation."

Advocated that the Water Department embark on a program of disseminating information concerning water conservation, and to study all available conservation mechanisms and systems. By using less water the cost of operation would be reduced.

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During ensuing Commission discussion, Commissioner Flynn stated that the possibility of a sewer tax increase is a matter over which the PUC has no control. Charter provision places this action entirely in the hands of the Board of Supervisors. Likewise, the utility tax is solely under control of the Board of Supervisors.

Mr. Frye stated the water rate increase would have no effect on the sewer charge. Section 142 (h) states that where the charge is based on the monthly charge for water, the existing (June 1, 1970) water rates will be used. Further, residences are a flat 85¢ each.

Mr. Crowley commented that in arriving at the percentage factor consideration was given to the fact that for nearly 30 years the out-of-City users have been paying an 18 percent differential. If it had not been for this, San Franciscans today would be paying 30 percent more for their water, Further, with the proposed 17.4 percent increase the suburban users will be paying $1.6 million annually more than the actual cost of water.

Commissioner Berman asked Mr. Honig for the fact sheets showing how he arrived at the figure of $186 million excess profits for the Water Department, between 1930 and 1973, quoted in his presentation.

Mr. Honig explained how he arrived at the amount, using figures quoted in the Brown and Caldwell report.

Then followed a discussion between Commissioner Flynn and Mr. Honig as to the method for figuring depreciation.

On roll call, the Commission unanimously voted for adoption of said Revised Schedule of Rates (Resolution No. 74-0208).

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Resolution No. 74-0206--Authorizing compromise and settlement of claim of National Bridge Company, contractor under HH Contract No. 467--Construction of Holm Powerhouse Penstock Protection, by payment to contractor the sum of $4,505.

Acting General Manager of the Hetch Hetchy System, Wesley F. Getts, explained the circumstances of the claim which arose out of dispute over the number of sacks of Gunite Lining used in the work.

City fixed the pay quantity at 2,232 sacks upon completion of the work, while contractor contended the correct quantity at 2,429 sacks, or $5,220.50 over. City agreed an additional 148 sacks were used (an additional $3,922) and contractor offered to compromise and settle for $4,505.

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Resolution No. 74-0227--Authorizing the Director of Property to prepare necessary instruments for jurisdictional transfer of portion of Parcel 22, Ocean-Phelan and Geneva Avenues intersection, from the Water Department to the Department of Public Works, for construction of a new roadway to eliminate left-turn congestion.

Mr. Frye explained that the details have been worked out with the Municipal Railway who has been using the area for its electrical streetcar turnaround. Also, the construction of the new roadway will be of advantage to the Water Department.

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Resolution No. 74-0206--Procurement of 135 additional electric trolley coaches, through exercise of option contained in MR Contract No. 608 which provided for the procurement of 208 electric trolley coaches.

The Commission approved the acquisition of the 208 electric trolley coaches for procurement by the San Francisco Municipal Railway Improvement Corporation on December 11, 1973. This action permits SFMRIC to amend the basic contract and acquire the additional 135 at the same price.

Curtis E. Green, Municipal Railway Acting General Manager, pointed out this action at this time represents a saving to City of $4,000 per car.

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Resolution No. 74-0237--Approving sub-grant agreement with the Mayor's Office of Manpower which provides $23,100 to employ ten minority engineering students from June 24, 1974 to September 20, 1974.

George L. Newkirk, Utilities Contract Compliance Officer, explained this item and how the students will be employed in the Utilities departments. The Commission commended Mr. Newkirk for his work on this project.

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Communications:

None

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Roll Call:

The Commission noted the obituary notice on Lloyd J. Cosgrove, longtime Mission district attorney and former member of the Public Utilities Commission, May, 1943 to January, 1945. Mr. Cosgrove died June 13, 1974. In Memoriam Resolution No. 74-0239 was adopted unanimously.

THEREUPON THE MEETING ADJOURNED

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

June 11, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-89

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph J. Diviny, Joseph P. Byrne, Henry E. Berman

Absent: Commissioner Oliver M. Rousseau

The minutes of the regular meeting of the Commission held May 28, 1974 were approved.

RESOLUTION NO.

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0192 H

One-year extension of BLHP Contract No. 187--Furnishing Street Lighting Service, to include the Fiscal Year 1974-75 with the basis of bid remaining unchanged.- Estimated cost - $581,000.

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0193 H

Completion of HH Contract No. 481 - Moccasin Houses, Ceiling Insulation - $5,972.92, as modified

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0194 H

Settlement of claims of Constructors-PAMCO - $3,000

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

74-0195 H

Supplemental Appropriation - $4,600 Hydrography

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0196 W

Bid Call, WD Contract No. 1646 - Excavation and Repaving for Water Service Trenches

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0197 W Judgment of Condemnation - State of California v. CCSF, San Mateo Superior Court #113,798 - Water Department property acquired for freeway purposes (Interstate 280)

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0198 W Approving collection of claims for damages - Water Department - Month of May 1974

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0199 W Settlement of claim of Seiko Baba - $2,250

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0200 W Settlement of claim of Bertha M. Shishim - $11,500 - Water Department

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0201 W Supplemental Appropriation - $8,056 Permanent Salaries - Water Department

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0202 W Supplemental Appropriation - $15,922 Budget Transfer - Water Department

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0203 W Write-off of accounts receivable, Month of April 1974 - Water Department

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0204 M Bid Call - MR Contract No. 595 - Junipero Serra Boulevard - Track Reconstruction and Landscaping

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0205 M Bid Call, MR Contract No. 612 - 100 Transit Type Diesel Motor Coaches.

Vote: Ayes-Flynn, Diviny, Byrne, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

74-0192-MR Approving payment of claims against the Municipal Railway in total amount of $56,193.42

Vote: Ayes-Flynn, Diviny, Byrne, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 74-0192--Extending Bureau of Light, Heat & Power Contract No. 187 for one year--For Furnishing Street Lights where City-owned systems are non-existent; Pacific Gas & Electric Company, contractor.

Oral L. Moore, Hetch Hetchy General Manager, stated the contract was initially awarded for Fiscal Year 1972-73 and permits two successive extensions.

Commissioner Berman asked whether any audit had determined whether the rates charged by PG&E under this contract were high or low.

Mr. Moore stated that where there is no competition, City is subject to costs and profit margins allowed the contractor. However, studies conducted by City at the time of the last street-lighting bond issue indicated that it is cheaper for City to accept this contractual service from PG&E where they already have lines overhead, than to do the work itself. City owns the street lights, generally, where power lines have been undergrounded.

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Resolution No. 74-0197--Authorizing City Attorney to have judgment of condemnation entered in San Mateo County Superior Court Action #113,798, State of California v. CCSF, for acquisition of right of way for freeway purposes.

This is a condemnation action for the acquisition of Water Department watershed lands by the State for Junipero Serra Freeway I-280.

The first action, completed in December, 1973, covered the area from intersection of Crystal Springs Road, San Bruno, and Skyline Boulevard to Doran Bridge.

The second action covering the Doran Bridge right of way, was completed in December, 1973.

This third action covers the area from the south end of Doran Bridge to and including Ralston Avenue interchange, a 3-mile strip. The resolution approves entering the judgment of condemnation fixing the fair market value, as appraised by the City's Director of Property, at $3,743,500, and provides for the payment of interest at the rate of 7 per cent from April 1, 1974, to date of payment.

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Resolutions No. 74-0199 and 74-0200, approving settlement and payment of litigated claims for personal injuries filed by Seiko Baba and Bertha M. Shishim, respectively, against the Water Department.

Baba:	Prayer,	$10,000	Settlement	$2,250
Shishim:	Prayer,	$35,000	Settlement	$11,500

Utilities General Counsel William F. Bourne briefly reviewed the details of each incident, which involved falls by the claimants, and the bases for the City Attorney's recommendations for settlement.

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Resolution No. 74-0204--Authorizing bid call for MR Contract No. 595--Junipero Serra Boulevard Track Reconstruction and Landscaping, between Ocean Avenue and St. Francis Boulevard.

Oral L. Moore, Acting General Manager, Municipal Railway, stated that this section of Muni track was being developed as a prototype. Federal funds are involved in the project.

Rino Bei, Project Manager of the Transit Improvement Program, briefly described the details of the work. The total cost is estimated at $500,000. The major portion consists of rerailing and undergrounding heavy feeder wires, while about $70,000 will be spent for landscaping and irrigation.

For the benefit of the Commissioners, particularly the latest appointees, Commissioners Byrne and Berman, he gave a short summary of events which led to this contract for the prototype track reconstruction.

At an informational public meeting in early 1972 recommendations of Railway management for the proposed Sunset District rail crossing (part of Muni's Transit Improvement Program) were presented. A cross-over is required to put the N-Judah cars in service when subway

operations commence, without running through the underground system full length and then backtracking to Judah and Great Highway. As result of the public reaction at that meeting, the Commission proposed that a prototype track section be constructed in a manner similar to the treatment proposed for the Sunset crossover so that the public might be able to evaluate it as a model project.

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Resolution No. 74-0205--Approving Bid Call for MR Contract No. 612--Acquisition of 100 V-6 Diesel Motor Coaches.

Mr. Moore said the specifications call for a lighter coach than the Muni's present GM Fleet. It will be equipped with a V-6 cylinder Detroit diesel engine, and will be five feet shorter than the existing buses. All the noise requirements will be met as set forth in Federal, State, and local requirements; and the successful bidder must allow for the latest specific provisions for exhaust emission and sound control.

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Electronic Data Processing (EDP) staff presentation of proposed Municipal Railway Management information System:

Dean Collins, head of the Utilities EDP computer center, presented a 20-minute report on the GRIP project (Generalized Resource Improvement Program) for the Municipal Railway which was instituted in October 1973 by a study team of IBM and PUC personnel. The purpose of the project is to survey and plan an overall management information system for Muni through the use of the EDP facilities with respect to personnel information, vehicle maintenance, accounting system, and inventory system.

Keith Mangold, project leader, gave a brief insight into each of these four sub-systems (personnel, vehicle maintenance, accounting, and inventory); and John Rampa presented a brief explanation of the GRIP cost/benefit analysis and implementation costs.

It is estimated implementation of the program would total $2,130,000 over a five-year period (1975-1979), with a return on investment during that period estimated at $11 million.

The Commissioners questioned Mr. Collins about various aspects of the plan, how much additional computer equipment would be required, the use of outside services to supplement the programming, the overall effect on personnel and equipment, inventory, etc., and savings in terms of dollars and in terms of people through the application of the GRIP system.

Commissioner Berman expressed concern that implementation of the program would necessitate additional data processing people and liaison personnel between the system and the Muni (workers, foreman, supervisors), which would outweigh savings in personnel. However, he was interested in the system from the viewpoint that it would help control Muni accidents through the use of performance information on operators and vehicles.

Mr. Collins concluded the presentation by stating that the proposed project will be presented to the City's EDP Priority Committee later this week. Upon approval of that body, a grant application to UMTA for federal assistance to finance the project will be prepared and approval of the Public Utilities Commission requested to proceed.

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Communications:

None

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Roll Call:

Commissioner Flynn announced that the Municipal Railway has been awarded a $33.9 million grant contract for its Muni modernization program.

The grant approved by the U. S. Department of Transportation, will finance 80 per cent of the cost of: 20 additional subway-surface rail cars; 100 6-cylinder buses approved for bid call today; 135 new electric trolley coaches in addition to the 210 already contracted for; and will help acquire 25 new 33-passenger coaches. $200,000 will be used to buy noise suppressing fluid fans for the existing GM buses, and $500,000 to develop a computerized scheduling program.

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Chief Accountant John W. Madden reported that approximately 19,000 Muni monthly Fast-Passes will have been sold for June, which is up from the 14,000 sold for May.

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Secretary John C. Farrell announced the testimonial dinner being held at Bimbo's 365 Restaurant, on Thursday, June 27, 1974, for H. Christopher Medbery, Assistant General Manager and Assistant Chief Engineer in honor of his retirement from the Water Department.

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THEREUPON THE MEETING ADJOURNED.

John C Farrell

John C. Farrell
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0192

RESOLVED, That this Commission authorizes the General Manager of Public Utilities to execute an agreement extending Bureau of Light, Heat and Power Contract No. 187 - Furnishing Street Lighting Service, to include the Fiscal Year 1974-75; and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under class 1 (b), as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 11 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 481, Moccasin Houses, Ceiling Insulation, as satisfactorily completed; approves credit Modification of Contract No. 1 in the amount of $257.08 to adjust the estimated quantities to agree with the actual work performed; and approves final payment in the amount of $2,605.19 in favor of the Contractor, Maverick Insulation Co., Inc. dba Sacramento Insulation Contractors.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0194

RESOLVED, that, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power System and the City Attorney, this Commission approves settlement of the claim of Constructors-PAMCO, a joint venture, of December 7, 1973 against Hetch Hetchy Water and Power System in the amount of $3,000.00; and be it further

RESOLVED, that this Commission hereby requests the Controller to allot funds and to draw a warrant against such funds as are or will be legally available in payment of said claim against Hetch Hetchy Water and Power System.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0195

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of Funds for Hetch Hetchy Water & Power in the amount of $4,600 from Account 1990 - Unappropriated Balance of Funds to the credit of Appropriation 4.755.641.000 - Hydrography.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0196

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1646 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(b) and Class 2 as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 11 1974

John C.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0197

WHEREAS, The State of California has brought an action in San Mateo County, being Superior Court No. 113,798, to acquire for freeway purposes certain real property or interests in real property presently under the jurisdiction of the San Francisco Water Department and located along a 3 mile strip between San Mateo Creek Bridge near the City of Hillsborough and Ralston Avenue near the City of Belmont in San Mateo County; and

WHEREAS, The Director of Property's appraisal of the fair market value of the property is $3,743,500.00; and

WHEREAS, All conditions and reservations requested by the Water Department necessary to protect the watershed and City's interest in and use of said property will be contained in the judgment of condemnation; now, therefore, be it

RESOLVED, That the Commission hereby authorizes the City Attorney to have a judgment of condemnation entered in San Mateo Superior Court Action No. 113,798 fixing the fair market value of the property at $3,743,500.00, providing for the payment of accrued interest at the rate of 7% per annum from April 1, 1974 to date of payment into Court of the judgment award, and including all of the aforesaid reservations and conditions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0198

RESOLVED, That this Commission hereby approves collections, month of May 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in amount of $430.04, per list dated May 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0199

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, the Chief Special Agent thereof, and the City Attorney, this Commission approves settlement of the litigated claim of Seiko Baba, Superior Court No. 620-186, against the San Francisco Water Department in the amount of $2,250.00; and be it further

RESOLVED, That this Commission hereby requests the Controller to allot funds and to draw warrants against such funds as are, or will be, legally available in payment of said claim against the San Francisco Water Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0200

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, the Chief Special Agent thereof, and the City Attorney, this Commission approves settlement of the litigated claim of Bertha Shishim, Superior Court No. 624-033, against the San Francisco Water Department in the amount of $11,500; and be it further

RESOLVED, That this Commission hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be legally available in payment of said claim against the San Francisco Water Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0201

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department for Fiscal Year 1974-1975 in the amount of $8,056 from Account No. 1990 - Unappropriated Balance of Funds to Appropriation 4.745.110.000 - Permanent Salaries

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0202

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, a Supplemental Appropriation in the amount of $15,922 to reflect a change in the funding on one Class 1934 - Storekeeper in the San Francisco Water Department from:

Appropriation 4.745.900.000 Services of Other Departments (Interdepartmental Work Order)	$15,922

to:

Appropriation 4.745.900.000 Services of Other Departments (Budget Transfer)	$15,922

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0203

RESOLVED, that this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of April, 1974 in the amount of $3,830.54 per San Francisco Water Department list of April 30, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 '74

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0201

WHEREAS, In conjunction with the rehabilitation of Municipal Railway, funds are available from the Urban Mass Transportation Administration to reconstruct tracks and do landscaping and irrigation work on Junipero Serra Boulevard from Ocean Avenue to St. Francis Circle; and

WHEREAS, The Control Group of the Transit Improvement Program has completed plans and specifications to accomplish this work; and

WHEREAS, The City's Art Commission has approved the design of the proposed work; and

WHEREAS, This project is categorically exempt from an environmental impact report in accordance with list adopted by City Planning Commission April 26, 1973, Class T-C-14.

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved; now, therefore, be it

RESOLVED, That this Commission hereby authorizes advertisement for bids for Contract No. MR-595, Junipero Serra Boulevard - Track Reconstruction and Landscaping.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0205

WHEREAS, The Municipal Railway has included within its System Improvement Program the acquisition of 100 Diesel Motor Coaches to replace a like number of vehicles in its existing fleet; and

WHEREAS, Specifications for the new motor coaches have been prepared and are ready for utilization in a call for bids; and

WHEREAS, This project has been declared by the City's Planning Department to have a negative effect on the environment under File No. EE 73.62, dated August 10, 1973; and

WHEREAS, Local funding for said purchase is available in Appropriation 2.736.707.988.980 derived from Transportation Development Act Funds allocated by the Metropolitan Transportation Commission; now, therefore, be it

RESOLVED, That this Commission hereby authorizes Bid Call for MR Contract No. 612 for Furnishing 100 Diesel Motor Coaches, subject to the concurrence of the Urban Mass Transportation Administration.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 11 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0192-MR 6-11-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Elsie Hoffmann	73 B 1876-1 $25,000.00	3-7+	2-23-74	A	$ 1,750.00
Litigated Settlements - CA Office					
Dorothy M. Negrone	70 B 1751-4 $255,457.04	20-3 (Co-deft to pay same)	2-15-71	A	12,628.52
George Paulsen and Thelma Derning for wrongful death of Edna Paulsen	70 S 0489-2 $100,000.00	2-7+	1-19-71	A	11,000.00
RESOLVED, That the portion of Resolution 74-0150-MR adopted 5-14-74, pertaining to the sum of $3,500.00 payable to Shirley Mueller, be amended to increase payment to $4,000.00, an addition of $500.00. (ED follows.)					500.00
Shirley Mueller	71 S 0066-1 $50,000.00	6-3	7-28-71	(A $3,000) (B $1,000)	
Judgments					
Ruby Mae Mosley	70 T 1957-1 $15,000.00	3-6	5-20-71	A	4,249.17
(includes $249.17 costs, plus interest if demanded)					
Estelle Washington	71 B 0684-1 $25,000.00	1-6	9-30-71	A	8,190.48
(includes $190.48 costs, plus interest if demanded)					
Grace Youmanes	70 C 0073-1 $50,000.00	5-6	8-10-70	A	17,875.25
(includes $875.25 costs, plus interest if demanded)					
					$ 56,193.42

Appropriation 3.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of June 11, 1974.

Secretary and Assistant General Manager

THOMAS J. BLANCHARD
CHIEF DEPUTY CITY ATTORNEY

THOMAS A. TOOMEY, JR.
ASSISTANT CHIEF DEPUTY

DEPUTY CITY ATTORNEYS
JEROME COHEN
GEORGE P. AGNOST
PATRICK R. KELLY
JOHN J. TAHENY, JR.
McMORRIS M. DOW
ROBERT A. KENEALEY
DONALD J. GARIBALDI
JAMES J. STARK
EDMUND A. BACIGALUPI
RAYMOND E. AGOSTI
MICHAEL C. KILLELEA
JAMES B. BRASIL
DONALD K. NEGI
H. LEROY CANNON
GEORGE E. KRUEGER
WILLIAM C. TAYLOR
EDWARD J. ROTHMAN
JOHN J. DOHERTY
MILTON H. MARES
WILLIAM A. BARRETT

ROBERT R. LAUGHEAD
CHIEF VALUATION AND
RATE ENGINEER

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EDW. C. A. JOHNSON
RENE AUGUSTE CHOUTEAU
DANIEL E. COLLINS III
JAMES H. WOODS
WILLIAM M. BENNETT
JUDITH L. TEICHMAN
PHILIP S. WARD
B TIMOTHY MURPHY
JOHN A. ETCHEVERS
DIANNE K. BARRY
SANDY E. GREEN
DAN MAGUIRE

PAUL B. HOLM
ADMINISTRATIVE ASSISTANT

May 3, 1974

Mr. John D. Crowley, General Manager
Public Utilities Commission
287 City Hall
San Francisco, California 94102

Subject: People of the State of California v. CCSF
San Mateo Superior Court No. 113,798

Dear Mr. Crowley:

The above entitled condemnation action has been filed by the State of California to acquire for freeway purposes (Junipera Serra Freeway, I-280) certain real property under the jurisdiction of the San Francisco Water Department located along a 3 mile strip between San Mateo Creek Bridge near the City of Hillsborough and Ralston Avenue near the City of Belmont in San Mateo County.

Wallace Wortman, Director of Property has appraised the fair market value of the 93 parcels of property to be $3,743,500.00.

In order to protect the watershed and City's interest therein and use thereof, the Water Department has requested that certain reservations and conditions be included in the judgment of condemnation.

This office now proposes to have a judgment of condemnation entered containing the reservations and conditions requested by

THOMAS M. O'CONNOR
CITY ATTORNEY
CITY HALL

the Water Department; fixing the fair market value of the property at $3,743,500.00; and providing for the payment of interest at the rate of 7% per annum on said sum of $3,743,500.00 from April 1, 1974 to date of payment into Court of the judgment award.

Enclosed herewith is a form of resolution authorizing the City Attorney to have a judgment of condemnation entered. It is respectfully requested that this matter be placed on the next Commission calendar.

Very truly yours,

THOMAS M. O'CONNOR
City Attorney

Jerome Cohen
Deputy City Attorney

JC/jf

Encl.

APPROVED:

Arthur H. Frye, Jr.
General Manager and Chief Engineer
San Francisco Water Department

HETCH HETCHY WATER AND POWER

MEMORANDUM

DATE: June 11, 1974

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

An electrical failure in the stator winding of the No. 1 generator at Dion R. Holm Powerhouse occurred on Saturday morning, May 18th at 7:50 a.m. The unit was immediately disconnected from the transmission system by protective relays and investigation of the damage and probable cause was quickly undertaken by the operations division. Significant damage was found and a declaration of emergency was requested in the estimated amount of $135,000. Repairs are underway by departmental forces under the supervision of factory personnel sent out by the generator manufacturer, Allis-Chalmers Corporation. The generator is expected to be back in service by the middle of July. The two generating units at Holm Powerhouse have been in service since the fall of 1960, and have been available for power production for 98% of that time.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on June 1, 1974	Per Cent of Capacity	Storage in Acre Feet on June 1, 1973	Per Cent of Capacity
Hetch Hetchy	360,400	322,440	89	323,200	90
Lake Lloyd	268,800	238,708	89	188,853	79
Lake Eleanor	27,100	24,751	91	27,306	100
	656,300	585,899	89	539,359	82

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was increased from approximately 160 to 230 mgd on May 31, 1974.

Power Production

During the month of May, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 47.580, 74.084 and 57.687 million kilowatthours respectively for a total of 179.35 million kilowatthours, having a value in excess of $1,255,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Applications for approval from the Division of Safety of Dams have been requested. Preliminary plans and specifications are complete. Check calculations and design detail modifications have been performed. Final design calculations for Red Mountain waste way training walls are being made.

HH-477 Moccasin Penstock Valve House. Work on plans and specifications are being completed commensurate with availability of personnel.

HH-489 Second and Mission - Construct Manhole and Ducts. Bids were received on May 16, 1974. Contract was awarded to John H. Thomas & Son.

HH-491 Fillmore Street-Hayes to Pine-Underground Power Facilities. Plans and specifications are being finalized.

HH-496 Ecker and Stevenson Streets-Underground Duct System. Plans and specifications are being finalized. Manhole No. 1006 (Vault 13A) has been deleted from the contract since Cahill Construction Company has agreed to construct the manhole when they construct the Tishman Tunnel.

HH-497 Church Street from 22nd to 30th Streets-Underground Duct System. Preliminary studies and investigations are being made prior to preparing contract plans and specifications.

HH-498 West Portal & Ulloa to 20th Ave. and Taraval-Underground Duct System. Preliminary studies and investigations are being made prior to preparing contract plans and specifications.

POWER IMPROVEMENT PROGRAM

Electrification Project

The preliminary design reports for the installation of feeder cables, gap breaker stations and trolley wire systems in the Market Street subway and the Twin Peaks and Sunset Tunnels were received from the consultant, PBGH, and are being reviewed. The preliminary reports covering the modifications to the existing streetcar trolley overhead for pantograph operation are expected in June.

Contract HH-496, Underground Ducts on Ecker and Stevenson Streets, for feeders from Downtown Substation to the subway is being prepared for transmittal to UMTA in June for approval.

Work continued on the preparation of technical specifications and bid requirements for the purchase of insulated copper feeder cable and of bronze trolley wire for the project.

Substation Project

Our consultant, Bechtel, continued design work on the substation buildings and equipment installation. An approved sub-contractor completed soil borings at the new substation sites. Construction cost estimates are being prepared for all substations. The 30% completion review documents for the first group of five substations will be submitted in late June.

The substation site at Laguna Honda was approved on May 16, 1974 by the City Planning Commission as conforming to the Master Plan. Similar approval for the Carl and Randolph sites is pending further review by Planning Department staff.

The low bid of $5,896,494, submitted by ITE Imperial Corporation for the transit power substation equipment, was approved by UMTA. Our request for budget revision and approval to transfer funds from the contingencies line item to permit awarding the purchase contract was approved by UMTA. The contract is now in the award and certification processes.

Control and Communications Project

Negotiations with Systems Control, Inc for engineering design services were resumed and the final draft of the professional services agreement was completed. The agreement will be sent to UMTA in June for approval.

Feeder Undergrounding

Work continued on the plans for the undergrounding of feeders on Fillmore Street and for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section).

Transit Power Engineering

Additional meetings were attended at the City Engineer's office relative to the modification of Market Street Reconstruction work necessary to permit operation of Muni Railway vehicles from Post Street onto Market Street and returning on Sutter Street. Alternate schemes were reviewed, and tentative layouts and cost estimates were made for the required trolley coach overhead wiring. A survey of the extent of possible eyebolt use on buildings on Market Street as opposed to the installation of additional trolley poles was completed as requested by D.P.W. A final report and recommendation to the Board of Supervisors will be made by D.P.W.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

June 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-442	Motorized Valves - San Joaquin Pipelines	$ 28,280	0	99	100	Awaiting gears repair by manufacturer.
HH-471	Replace, Repair & Paint Steel Trolley Poles	30,021	20	20	70	Contractor started work on May 15, 1974. Replacement of trolley poles mostly completed.
HH-481	Moccasin House-Ceiling Insulation	6,230	46	100	100	All work under this contract was completed on May 2, 1974.
HH-484	O'Shaughnessy Dam - Replace Interior Lighting System					Bid call authorized by PUC on May 6, 1974. Bids to be opened on June 11, 1974.
HH-486	Seal Coat - Jones Point to Mather	26,680	0	0	60	The contractor is scheduled to start work on June 3, 1974.
HH-489	Construct Manhole & Ducts 2nd and Mission Streets	12,792				Contract awarded to John H. Thomas & Son by PUC on 5/28/74.
HH-490	Moccasin Spillway Stilling Basin-Exploratory Core Drilling	3,763	100	100	70	All work under this contract was completed on May 23, 1974.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

June 1, 1974

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-492	Market Street-17th to 8th Underground Duct System	$145,762	0	5	31	Contractor was notified to proceed on 5/13. Work began on 5/28.
HH-493	19th Ave. and Muni Right-of-Way Junipero Serra Blvd. to St. Francis Circle Underground Duct System	168,281	0	15	31	Contractor was notified to proceed on 5/13. Work began on 5/23.
HH-495	Road Repairs - Highway 120 to Cherry Dam	29,975	0	10	86	Contractor started road repairs on May 22, 1974.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

June 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	3	50	Routine maintenance of temporary detour. Installing conduit.
1S0033	Castro Street Station	2	49	Routine maintenance of temporary detour. Installing conduit.
1S3051	Embarcadero Mezzanine	5	50	Routine maintenance of temporary detour overhead facilities. Install pull boxes.
1S3026	Civic Center Station Entrance No. 3	15	45	Install ground system for future substation equipment and conduit into Market Street.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

June 1, 1974

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	30	85	Routine maintenance.
2	Front to Fifth	33	75	Relocate overhead lines at 3rd and Market to conform to new traffic plan.
2B	Fremont to First	0	0	No work started as of this date.
3	Eight to McCoppin	15	20	Routine maintenance of temporary detour. Contractor installed duct bank between Manhole 103 and Manhole 104.
4	Grant to Stockton	0	1	No work on Muni facilities this period.

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

June 25, 1974

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Oliver M. Rousseau

Joseph J. Diviny

Henry E. Berman

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

John C. Farrell

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

74-26

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0206

WHEREAS, The Public Utilities Commission by Resolution 73-0465, dated December 11, 1973, approved the acquisition of 210 electric trolley coaches to be procured for the Municipal Railway by the San Francisco Municipal Railway Improvement Corporation, and

WHEREAS, The Urban Mass Transportation Administration of the United States Department of Transportation has approved the federal grant included in the Systems Improvement Program for an additional 135 electric trolley coaches; now, therefore, be it

RESOLVED, That this Commission hereby approves the acquisition of the additional 135 trolley coaches and requests the San Francisco Municipal Railway Improvement Corporation to procure same.

ADOPTED

Ayes: Commissioners Flynn, Byrne,
Rousseau, Diviny, Berman

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission by telephone vote on June 18, 1974, and ratified *at its meeting of* JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0207

WHEREAS, The new subway-surface streetcars being constructed for the Municipal Railway Improvement Corporation (SFMRIC) will have cab signal equipment for safety of subway operations; and

WHEREAS, The proximity of cab signal circuits to other streetcar control circuits could cause electrical interference; and

WHEREAS, The car builder, Boeing Vertol, has recommended, and the SFMRIC Consultant, Louis T. Klauder and Associates, has approved the installation of a relay in the cab signal receiver to be supplied by Wismer and Becker under MR Contract No. 588, Subway Signal System; now therefore be it

RESOLVED, That this Commission hereby recommends approval of Contract Modification No. 1 to MR Contract No. 588, Subway Signal System, in the total debit amount of $5,675.20 for the installation of relays in all cab signal receivers.

ADOPTED

Ayes: Commissioners Flynn, Byrne, Rousseau, Diviny, Berman

Noes:

Absent:

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission by telephone vote on June 18, 1974, and ratified *at its meeting of* JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0208

RESOLVED, That pursuant to a published notice of intention of the Public Utilities Commission to adopt a revised Schedule of Rates to be charged by the San Francisco Water Department for water service in San Francisco and suburban areas and a Public Hearing held on June 25, 1974, a copy of said revised Schedule being on file in the office of the Secretary of this Commission and being made a part of this resolution by reference, this Commission hereby adopts said revised Schedule of Rates to be charged by San Francisco Water Department for water service in San Francisco and suburban areas; and, be it further

RESOLVED, That said revised Schedule of Rates be submitted to the Board of Supervisors for approval as required by Section 3.598 of the Charter, the effective date for said revision to be 30 days after approval by the Board of Supervisors and to be based on meter readings made on or after September 9, 1974; and be it further

RESOLVED, That in accordance with File 8832, Ordinance 7384, this Commission approves and hereby submits to the Board of Supervisors a report of the anticipated effect of the foregoing revision of the Schedule of Rates to be charged by San Francisco Water Department for water service in San Francisco and suburban areas upon the budget of the San Francisco Water Department for the current and ensuing fiscal year, together with all the data supporting such conclusions and a statement of the anticipated tax subsidy, if any, for such years.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0209

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 483
Moccasin and Tesla Portal Buildings
Exterior Painting and Roof Preservative

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 for maintenance of existing public structures, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0510

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 480
Moccasin Shops Paint Room

and be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1(e) for addition to existing structure with an increase of less than 2,500 square feet or less than 50 percent of the floor area of the structure before the addition, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0211

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 499
Moccasin and Early Intake
Re-Roof Cottages and Garage

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 for maintenance of existing public structures, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Teasel

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0312

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 501
Moccasin Buildings
Repair - Weatherproof

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 for maintenance of existing public structures, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0213

RESOLVED, That this Commission approves a Debit Modification in the amount of $3,328.50 to provide funds for additional work to correct unforeseen conditions encountered during construction, as set forth in Modification No. 1 to Hetch Hetchy Contract No. 493, 19th Avenue and MUNI Right-of-Way, Junipero Serra Boulevard to St. Francis Circle, Underground Duct System.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0214

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water and Power to fund the adjusted wage rates for Class 7344 - Carpenter and related classes for the period June 16-30, 1973 as established in compliance with Charter Section 8.403.

From:	Account 1990 - Unappropriated Balance of Funds Hetch Hetchy Water and Power	$43.20
To:	Appropriation 4.755.176.000 - Retroactive Wages	$43.20

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0215

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for Hetch Hetchy Water and Power to fund the adjusted wage rates for Class 7344 - Carpenter and related classes for the period May 1 - June 30, 1974 as established in compliance with Charter Section 8.403.

From: Account No. 1990 - Unappropriated Balance of Funds Hetch Hetchy Water and Power	$900.00
To: Appropriation 4.755.176.000 - Retroactive Wages	$900.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0216

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of May 1974.

Bureau of Light, Heat and Power	$782.75
Bureau of Delinquent Revenue	185.80

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0217

RESOLVED, That on the recommendation of the General Manager of Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, this Commission approves compromise and settlement of the claim of National Bridge Company against Hetch Hetchy Water and Power in the amount of $4,505.00; and be it further

RESOLVED, That this Commission hereby requests the Controller to allot funds and draw a warrant in the sum of $4,505.00 against such funds as are or will be legally available in payment of said claim against Hetch Hetchy Water and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 74-0218

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 442, Motorized Valves - San Joaquin Pipelines, Oakdale Portal and Tesla Portal Valvehouses, as satisfactorily completed; authorizes an extension of time of 342 calendar days for unavoidable delay caused by the inability of the Contractor to obtain material, 188 days; and prevention by the City and County of San Francisco from prosecuting the work, 154 days; and approves final payment in the amount of $4,448.00 in favor of the United States Fidelity and Guarantee Company, Assignee of the Contractor, OBCO Contractors and Engineers.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0219

WHEREAS, Bids were received on June 11, 1974 for Hetch Hetchy Contract No. 484, Replace Interior Lighting, O'Shaughnessy Dam; and

WHEREAS, The low bidder, Lathrop Electric, Calistoga, California, have asked that their bid be considered invalid because of a clerical error in transposing figures in the preparation of the bid; and

WHEREAS, The City Attorney has advised that the City cannot hold Lathrop Electric to their proposal under the law in these circumstances, and recommends that the Commission grant their request; now, therefore, be it

RESOLVED, That this Commission permits Lathrop Electric to withdraw their proposal without penalty; and be it further

RESOLVED, That this Commission hereby awards to City Appliance & Electric as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 484, Replace Interior Lighting, O'Shaughnessy Dam, in the amount of $45,000 and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0320

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $999.20; approves Final Payment in amount of $2,037.48, in favor of M.G.M. Construction Company under Water Department Contract No. 1639 - Laying of 6-Inch Ductile Iron Main in Yale, Amherst and Princeton Streets between Felton and Silliman Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0321

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Final Payment in the amount of $2,766.52, in favor of Red Feather Construction Company under Water Department Contract No. 1522, Building for Experimental Water Treatment Microstrainer Near Sunol, California, and allows one hundred and seven (107) working days unavoidable delay due to waiting for delivery of electrical equipment.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0228

WHEREAS, SEARS, ROEBUCK & CO., a Corporation, lessee of City under lease dated March 22, 1967, leased a strip of land in Mountain View, Santa Clara County, for Sears' parking purposes; and

WHEREAS, SEARS, ROEBUCK & CO. requests that it be permitted to assign said lease to Mackin and Scott; and

WHEREAS, Mackin and Scott desire to execute a Deed of Trust on said lease in favor of The Equitable Life Assurance Society of the United States, and to sublet back to Sears, Roebuck & Co., and;

WHEREAS, said assignment deed and sublease are upon various conditions and covenants as fully set forth in the Consent to Assignment and Sublease and Assignment, on file with the Secretary of this Commission and referred to as if fully set forth herein;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby approves that certain Consent to Assignment and Sublease and Assignment; and

BE IT FURTHER RESOLVED, that the General Manager of Public Utilities Commission is hereby authorized and directed to execute the aforesaid documents for and on behalf of this Commission.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0223

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1602 - Laying of 12-Inch Ductile Iron Main In Folsom, Main, Harrison and Other Streets - to Underground Construction Company in the net amount of $77,065.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0224

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1653 - Laying of 12-Inch Ductile Iron Main In Newhall Street between Evans and Galvez Avenues - to W. L. Fairey in the net amount of $20,350.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0225

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1656 - Stanford Heights Reservoir Remedial Landscaping, Agua Way, San Francisco - to Hand and Hawkins in the lump sum amount of $11,785.00 and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0326

WHEREAS, L. R. Yegge Co., contractor under Water Department Contract WD-1595, Structural and Walkway Repairs, Dumbarton Pipeline Bridge, San Mateo County, made a written assignment of all right, title and interest in and to all monies due or to become due in connection with Contract WD-1595 to Industrial Indemnity Co., 255 California Street, San Francisco, California, and

WHEREAS, under Section 60 of the General Provisions of the specifications for subject contract, no assignment of funds will be effective unless and until approved by the Public Utilities Commission, and

WHEREAS, under Section 60 of subject specifications, approval by the Commission will be given only where the prior liens for services rendered or materials supplied under the contract are recognized, therefore be it

RESOLVED, That this Commission approves the assignment of funds by L. R. Yegge Co. dated May 31, 1974 under subject contract to Industrial Indemnity Co., 255 California Street, San Francisco, subject to a prior lien for services rendered or materials supplied for the performance of the work called for in said contract in favor of all persons, firms, or corporations rendering such services or supplying such materials.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0227

RESOLVED, That this Commission hereby authorizes the Director of Property to prepare the necessary instruments for jurisdictional transfer of a portion of Parcel 22, San Francisco Properties for construction of a new roadway, said portion being approximately 542 feet in length by 28.5 feet in width within the City and County of San Francisco.

FURTHER RESOLVED, That this Commission has the following reservation for this jurisdictional transfer:

1. The San Francisco Water Department has access right to any of its properties from this new roadway
2. A 22 foot wide exclusive easement over its 36-inch crosstown pipeline be retained
3. Prior rights granted to the Municipal Railway be retained until the street car turnaround is abandoned.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0228

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the 1972 Municipal Water System Bond Fund as follows:

from:

Account 3990	Unappropriated Balance of Funds	$7,022,300

to:

Appropriation	868.050.000	Construction - Unallocated	200,000
"	868.050.001	Calaveras Dam Improvements	400,000
"	868.050.004	San Andreas Pipeline #3	5,650,000
"	868.050.005	Rehabilitation of Transmission Pipelines	320,000
"	868.055.000	Architectural and Engineering Contracts	200,000
"	868.057.000	Field Engineering, Inspection, Supervision	250,000
"	868.066.000	Equipment	2,300

to provide funds for the second phase of construction for the 1972 Municipal Water System Bond Fund.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0229

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors San Francisco Water Department Supplemental Appropriation in the amount of $3,390 to reflect compensation adjustments for two positions in the San Francisco Water Department in accordance with Charter Section 8.400 and 8.401, effective July 1, 1973.

From:	9155 Claims Investigator	574B699	$18,174	1
To:	9155 Claims Investigator	625B760	19,760	1
From:	9156 Sr. Claims Investigator	603B733	19,058	1
To:	9156 Sr. Claims Investigator	656B797	20,722	1

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0230

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for the San Francisco Water Department to fund the adjusted wage rates for Class 7344 - Carpenter and related classes for the period June 16-30, 1973 as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds San Francisco Water Department	$89.89
To:	Appropriation 4.745.176.000 - Retroactive Wages	$89.89

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0231

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds for the San Francisco Water Department to fund the adjusted wage rates for Class 7344 - Carpenter and related classes for the period May 1 - June 30, 1974 as established in compliance with Charter Section 8.403.

From: Account No. 1990 - Unappropriated Balance of Funds San Francisco Water Department $1,700

To: Appropriation 4.745.176.000 - Retroactive Wages $1,700

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Farrell

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0232

WHEREAS, H. Christopher Medbery, Assistant General Manager and Assistant Chief Engineer, San Francisco Water Department, will retire on June 30, 1974 after more than thirty-seven years of service with the San Francisco Water Department; and

WHEREAS, In the performance of his duties and in his contacts with the general public, his fellow employees and associates, he has earned their respect and admiration since the beginning of his public career as an Assistant Water Purification Engineer upon graduating from the University of California in 1936; and

WHEREAS, His professional competence has been widely recognized as exemplified by his election to the presidency of the San Francisco Section of the American Society of Civil Engineers in 1957; receiving the Fuller Award for "Outstanding Achievement" granted by the American Water Works Association in 1964, serving as president of this national organization in 1969 and elected to honorary membership in 1972; and

WHEREAS, The Public Utilities Commission recognizes the valuable service Mr. Medbery has rendered not only to the local community but to water consumers throughout the nation; therefore, be it

RESOLVED, That the Public Utilities Commission on behalf of the people of the City and County of San Francisco, in recognition of his outstanding, long and faithful service, by this resolution expresses to Mr. Medbery its best wishes for a long and happy life and the assurance of its appreciation of work well performed; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is further directed to prepare a copy of this resolution for presentation to H. Christopher Medbery.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0233

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $41,681.98, made by the Municipal Railway, month of May, 1974, per Revolving Fund Payment Requests Nos. 6856, 6869, 6873, 6888 and Request for Warrant Nos. 73-129, 73-131, 73-132, 73-133, 73-134, 73-137.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

John C. Farrell
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0234

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves cancellations and write-offs of uncollectible accounts receivable which is more than ninety days past due and the adjustment of accounts receivable, month of May, 1974, per list of June 6, 1974 . . . $3.00

RESOLVED, That this Commission hereby approves compromise settlements, month of May, 1974 - total amount billed: $24,274.75; total compromise settlements: $12,276.62 - and approves Collections, month of May, 1974, amount of $14,795.78, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per lists of June 6, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0235

WHEREAS, It has proven mutually convenient for both the Municipal Railway and the Post Office to pay regular fares for postal city delivery carriers and special delivery messengers using Muni Transit Lines in the course of their official duties in quarterly installments; and

WHEREAS, A tentative list of routes for the year 1974-1975 has been submitted and checked by the Municipal Railway;and

WHEREAS, A tentative agreement has been prepared which would provide $36,567 in fare revenue to the Municipal Railway; now, therefore,be it

RESOLVED, That this Commission approves entering into an agreement with the United States Postal Service to transport upon the Municipal Railway, within the delivery limits of the Post Office of San Francisco, California, regular and substitute City delivery carriers, and all regular and substitute special delivery messengers, while in uniform and on duty, carrying the regulation satchel, for a period of one year, commencing July 1, 1974, for the sum of $36,567, to be paid quarterly in equal installments; and,be it

FURTHER RESOLVED, That the General Manager of Public Utilities be and he is hereby authorized for and on behalf of the Commission to execute said agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0236

RESOLVED, That this Commission hereby awards that certain Vending Machine Agreement for the exclusive operation of a vending machine service on various Municipal Railway properties under the jurisdiction of the Public Utilities Commission to Automatic Merchandising Company as the highest responsible bidder therefor, the term of which agreement shall commence on July 1, 1974, at 12:01 A.M. and, unless sooner terminated or extended as provided therein shall terminate on June 30, 1975 at 11:59 P.M., the annual consideration to be the minimum sum of $3,000.00 or a sum equal to the aggregate of the following listed and bid percentages of gross revenue derived by the vendor from its operations under said agreement, whichever sum is greater, but in no event shall said annual consideration be less than $3,000.00:

Type of Machine	Percentage of Gross Revenue or Other Consideration
(a) Hot Drinks (15¢ Vend.)	20%
(b) Soft Drinks (biddable item) (15¢ Vend.) (canned drinks 25¢)	50%
(c) Cigarettes (55¢ Vend.)	7¢ per package
(d) Candy (15¢ Vend.)	15%
(e) Gum and Nuts (10¢ Vend.)	10%
(f) Cold Foods (Variable Prices)	5%
(g) Hot Foods (35¢ & 50¢ Vend.)	7%

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0237

WHEREAS, This Commission has been informed that funds are available from the Mayor's Office of Manpower to employ ten (10) minority engineering students from June 24, 1974 to September 20, 1974 in accordance with sub-grant agreement dated June 19, 1974; and

WHEREAS, Said agreement provides $23,100 for the salaries of the students which are not to exceed 75% of the prevailing entry salary for junior engineers employed by the City and County of San Francisco; and

WHEREAS, Students selected are to be of a recognized ethnic minority of either sex; and

WHEREAS, Students must be certified eligible by the State Employment Development Department; now, therefore, be it

RESOLVED, That this Commission approves the sub-grant agreement with the Mayor's Office of Manpower.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of June 25, 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 74-0238

WHEREAS, Funds appropriated for payment of wages to shop and maintenance employees of the Municipal Railway are insufficient to pay legally adopted rates of pay for all hours worked by said employees; and

WHEREAS, Funds are available for transfer in the manner provided by Charter Section 6.305 in other appropriations of the Municipal Railway; now, therefore, be it

RESOLVED, That this Commission requests the Controller's approval of Request for Funds transferring

From the Following Appropriations:

2.735.863.988	Mandatory Fringe Benefits (M.T.C.)	$100,000
3.735.130.001	Wages, Platform Employees	102,680

To the Credit of Appropriation:

3.735.130.002	Wages, Craft Employees	$202,680

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible] JUNE [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 74-0239

WHEREAS, This Commission has noted with sincere personal regret and a deep sense of civic loss the death of Lloyd J. Cosgrove on June 13, 1974; and

WHEREAS, Mr. Cosgrove was a man of brilliant intellect and many accomplishments, a highly respected and dearly beloved member of the business community, civic leader, prominent Mission District attorney and government official, with true dedication to the welfare of San Francisco, his native city; and

WHEREAS, Mr. Cosgrove served as a member of the Public Utilities Commission from May 12, 1943 to January 13, 1945, bringing to the position a wealth of knowledge and executive experience which contributed greatly to the success and economic growth of the public service enterprises under his jurisdiction; and

WHEREAS, This Commission, its executives and employees, will always cherish his memory with fond and loving respect; now, therefore, be it

RESOLVED, That this Commission does by this means extend to the family of the deceased its most heartfelt sympathy over the loss of a kind father and brother; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is hereby directed to present to the family of Lloyd J. Cosgrove a suitable copy of this resolution as a token of the high esteem in which his memory is held.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 25 1974

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 74-0206-MR

6-25-74

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/PD	Settlement
Litigated Settlements - CA Office					
Mabel A. Burnham	73 B 0403-1 $165,000.00	7-6+	8-20-73	A	$ 8,500.00
Pauline La Duca	70 B 1834-1 $15,000.00	5-6	2-25-71	A	2,000.00*
John Michael Lee, now an adult	69 T 0619-2 $200,000.00	6-3 (co-deft to pay same)	9-30-69	A	4,000.00*
Ralph C. Morris and Lissa McSherry Morris	68 C 0801-1 $25,000.00 (Ralph)	1-3	5-19-69	(A $2,937.60)	
	68 C 0801-2 $25,000.00 (Lissa)	1-3	5-19-69	(A $2,000.00)	4,937.60
Anne Watson	72 T 1853-1 $4,500.00	1-7+	6-6-73	A	2,000.00*
Judgment					
Susan Jones	69 B 0732-1 $50,000.00 (plus interest if demanded and if approved by City Attorney)	4-7	9-8-69	A	2,540.00
					$ 23,977.60

*Appro. 3.735.804.999	$ 8,000.00
Appro. 3.735.804.000	$15,977.60
	$23,977.60

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of June 25, 1974.

John C. Farrell

Secretary and Assistant General Manager

6-25-74

FACT SHEET

Supplemental Appropriation
1972 Water Bond Fund

1972 Municipal Water Bond
Supplemental Appropriation
Various Projects $7,022,300

San Andreas Pipeline No. 3	$ 5,650,000.
Rehabilitation of Transmission Pipelines	320,000.
Calaveras Dam Improvements	400,000.
For Construction Inspection	250,000.
For Construction-Unallocated	200,000.
Architectural & Engineering Contract	200,000.
Equipment	2,300.
TOTAL	$ 7,022,300.

SAN ANDREAS PIPELINE NO. 3

This pipeline is urgently needed to provide additional water transmission capacity between the San Andreas Water Filtration Plant near Skyline Boulevard in San Mateo County and the City water system (Sunset Reservoir). The pipeline will parallel the old San Andreas Pipeline No. 2 from the Water Filtration Plant to San Pedro Road near the Junipero Serra Freeway in Daly City.

Existing water transmission pipelines along this route are barely able to meet the peak water demand during the summer. The new pipeline will provide for increase in water demand and improved pressure and flow for the City as well as Millbrae, San Bruno, South San Francisco, Colma, and part of Daly City.

The new pipeline will also provide duplicate service to our consumers which would eliminate disruption of service during temporary shutdown and repairs to one of the pipelines.

The old San Andreas Pipeline No. 2 was built in 1928 and it is anticipated an increase in shutdown and repairs would be required to maintain the pipelines.

The engineering design by the Water Department Engineering Division is nearing completion and the plans and specifications will be ready for listing on the Public Utilities Commission calendar in the near future for approval to advertise for bids. Funds must be available before the Commission may authorize this advertising.

$5,650,000.

REHABILITATION OF TRANSMISSION PIPELINES
San Andreas Pipeline No. 1 - Millbrae to Baden

This 44-inch S.A.P.L. No. 1 was constructed in 1898. Pressure is limited in this line due to its deteriorated condition and at present it carries 5mgd to Baden Merced pipeline. Approximately 21,000 feet of this pipeline will be rehabilitated.

After rehabilitation the carrying capacity will be increased to about 32mgd. This section will then become part of Crystal Springs Pipeline No. 3 carrying water from the Crystal Springs Bypass Tunnel to University Mound Reservoir.

$ 320,000.

CALAVERAS DAM IMPROVEMENTS

Construction required to bring dam up to current earthquake requirements and related relocation of facilities.

The City's consultant report was submitted to the State Division of Safety of Dams in December 1972. This report indicated that failure could occur. Remedial work and reconstruction should start as soon as the State completes its review.

Regarding environmental evaluation, a Negative Declaration was filed with County Clerk, County of Alameda, April 20, 1973, File No. EE 171.

Funds in amount of $1,650,000 have been appropriated. A revised estimate based on actual quantities and working conditions requires that this sum be increased by $400,000.

$ 400,000.

FOR ENGINEERING

Calaveras Dam Improvements - Inspection

$ 250,000.

FOR CONSTRUCTION - UNALLOCATED

To be used for possible overruns on various projects.

$ 200,000.

FOR ARCHITECTURAL AND ENGINEERING CONTRACTS

To be used for preliminary engineering including site selection and environmental reports on the proposed Bay Division Pumping Plant and Suburban Headquarters.

$ 200,000.

EQUIPMENT

Air Entrainment Meter

This meter is needed in the quality control of concrete in the Bond Fund construction projects. It is used to check the amount of air entrained in a batch of concrete during a pour. It provides a quick test in the field to ensure adequate but not excessive air is entrained in the concrete that might affect its strength and durability.

$ 200.

Sieve Screens

These screens are used in the control of the gradations of aggregates used in Bond Fund construction projects to ensure that they meet the specifications of the contract. They are used very extensively in the field where rock is being processed for concrete work or rock fill.

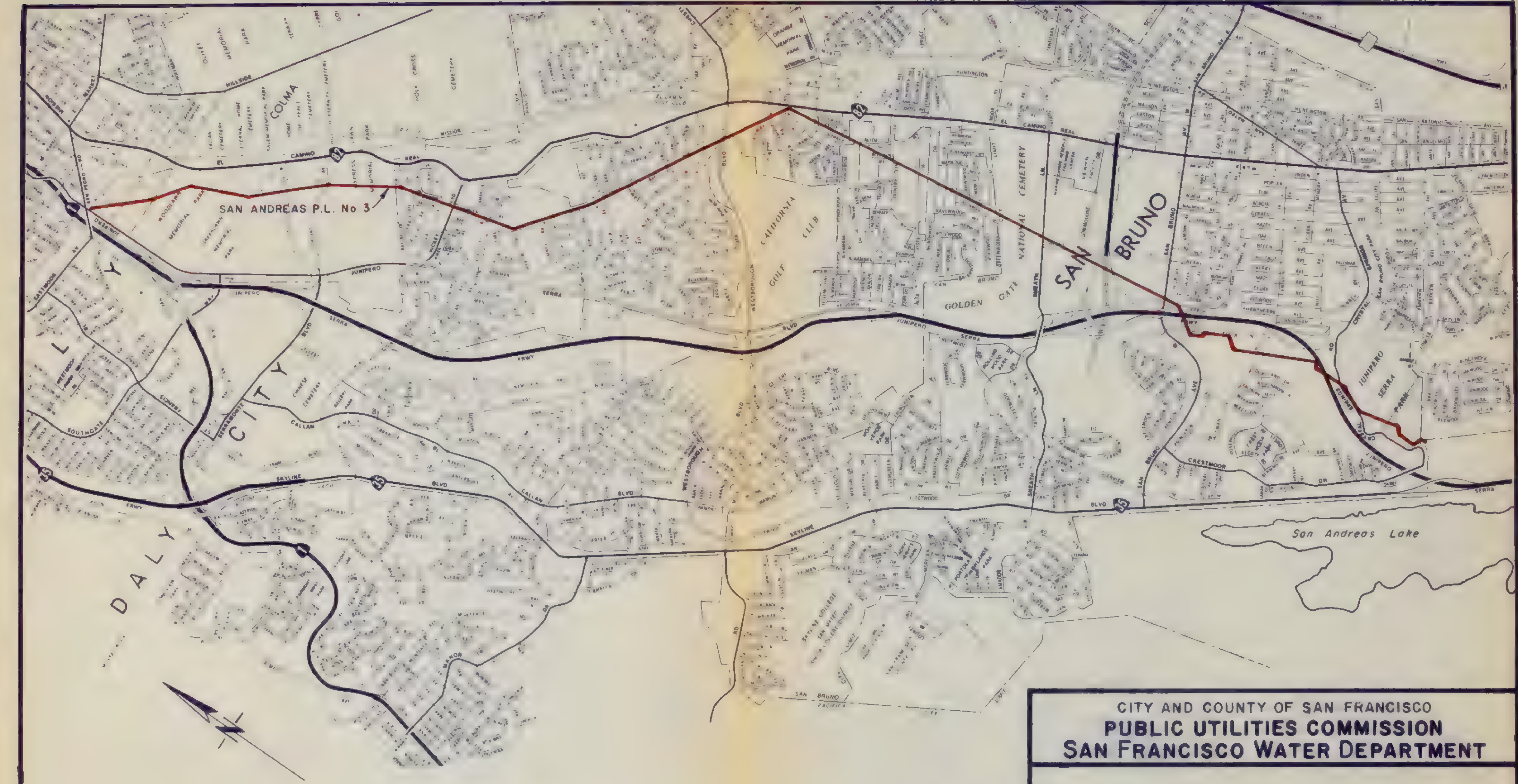
$ 400.

Portable Strip Chart Recorder and Pressure Transducer

This equipment will permit monitoring system pressure at remote locations as a function of time. Such data will enable studies to determine best location of permanent pressure gaging stations for optimum system control/water dispatching. The net result reduced manhours and energy conservation.

The equipment will also result in accelerated trouble shooting of operating problem. Temperature and vibration transducer can be added to the recorder system in the future for still greater analysis capability.

	$ 1,700.
TOTAL	$ 7,022,300.


SAN ANDREAS P.L. No 3
COLMA
DALY CITY
SAN BRUNO
CALIFORNIA GOLF CLUB
GOLDEN GATE NATIONAL CEMETERY
JUNIPERO SERRA PARK
San Andreas Lake
EL CAMINO REAL
JUNIPERO SERRA FRWY
SKYLINE BLVD
WESTBOROUGH BLVD
82
35
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CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION
SAN FRANCISCO WATER DEPARTMENT

SAN ANDREAS PIPELINE No. 3

RECOMMENDED	BY	DR	DATE
APPROVED	TR.	CH	SCALE
APPROVED ASSISTANT GENERAL MANAGER AND ASSISTANT CHIEF ENGINEER			DRAWING NO

SAN FRANCISCO WATER DEPARTMENT

PUBLIC UTILITIES COMMISSION

PROPOSED
RATE SCHEDULES
FOR
WATER SERVICE

425 MASON STREET
SAN FRANCISCO, CALIFORNIA 94101

June 18, 1974

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

APPLICABLE WITHIN THE LIMITS OF THE CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-1. RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND GENERAL USES.

Bills for all metered services, excepting fire and special shipping services, shall consist of:
FIRST: A SERVICE CHARGE based on the size of the meter. For two month (bi-monthly) billing the charge shall be twice the amounts shown.

5/8 in.......	$ .95	2 in.......	$ 6.55	8 in.......	$ 58.35
3/4 in.......	1.45	3 in.......	11.60	10 in.......	83.70
1 in.......	2.15	4 in.......	18.20	12 in.......	116.70
1½ in.......	3.65	6 in.......	36.40	16 in.......	233.25

The service charge for a battery of meters installed on one service in lieu of one meter or for a special type of meter shall be based on the size of single or multiple standard type meters of equivalent capacity.

SECOND: A CHARGE FOR WATER DELIVERED based on one month meter readings:

For the first.......	3,300 cu. ft........	32.402 cents per 100 cu. ft.
For the next	30,000 cu. ft........	28.622 cents per 100 cu. ft.
For the next	300,000 cu. ft........	22.952 cents per 100 cu. ft.
For the next	7,666,700 cu. ft........	17.281 cents per 100 cu. ft.
For the next	8,000,000 cu. ft........	16.876 cents per 100 cu. ft.
For all over	16,000,000 cu. ft........	16.471 cents per 100 cu. ft.

OR SECOND: A CHARGE FOR WATER DELIVERED based on two month (bi-monthly) meter readings:

For the first.......	6,600 cu. ft........	32.402 cents per 100 cu. ft.
For the next	60,000 cu. ft........	28.622 cents per 100 cu. ft.
For the next	600,000 cu. ft........	22.952 cents per 100 cu. ft.
For the next	15,333,400 cu. ft........	17.281 cents per 100 cu. ft.
For the next	16,000,000 cu. ft........	16.876 cents per 100 cu. ft.
For all over	32,000,000 cu. ft........	16.471 cents per 100 cu. ft.

MINIMUM BILLING: In application of the above rates, minimum bills for each size of meter shall be the applicable service charge plus the charge for the following minimum quantities of water. For two month (bi-monthly) billing the minimum quantities of water shall be twice those shown:

5/8 in.....	0 c.f.	2 in......	2,400 c.f.	8 in.....	21,600 c.f.
3/4 in.....	0 c.f.	3 in......	4,300 c.f.	10 in.....	31,000 c.f.
1 in.....	800 c.f.	4 in......	6,700 c.f.	12 in.....	43,200 c.f.
1½ in.....	1,300 c.f.	6 in....	13,500 c.f.	16 in.....	86,400 c.f.

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

APPLICABLE WITHIN THE LIMITS OF THE CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-1A. COMBINATION SERVICE

In such cases where, after Water Department approval, standard and fire services have been combined, the bills will consist of:

FIRST: A SERVICE CHARGE based on the size of the meter. For two month (bi-monthly) billing the charge shall be twice the amounts shown:

5/8 to 2 in.	$ 6.75	8 in.	$ 58.30
3 in.	11.60	10 in.	83.70
4 in.	18.20	12 in.	116.70
6 in.	36.40	16 in.	233.25

The service charge for a battery of meters installed on one service in lieu of one meter or for a special type of meter shall be based on the size of a single or multiple standard type meters of equivalent capacity.

SECOND: A CHARGE FOR WATER DELIVERED based on one month meter readings:

For the first	3,300 cu. ft.	32.402 cents per 100 cu. ft.
For the next	30,000 cu. ft.	28.622 cents per 100 cu. ft.
For the next	300,000 cu. ft.	22.952 cents per 100 cu. ft.
For the next	7,666,700 cu. ft.	17.281 cents per 100 cu. ft.
For the next	8,000,000 cu. ft.	16.876 cents per 100 cu. ft.
For all over	16,000,000 cu. ft.	16.471 cents per 100 cu. ft.

OR SECOND: A CHARGE FOR WATER DELIVERED based on two month (bi-monthly) meter readings:

For the first	6,600 cu. ft.	32.402 cents per 100 cu. ft.
For the next	60,000 cu. ft.	28.622 cents per 100 cu. ft.
For the next	600,000 cu. ft.	22.952 cents per 100 cu. ft.
For the next	15,333,400 cu. ft.	17.281 cents per 100 cu. ft.
For the next	16,000,000 cu. ft.	16.876 cents per 100 cu. ft.
For all over	32,000,000 cu. ft.	16.471 cents per 100 cu. ft.

MINIMUM BILLING: In application of the above rates, minimum bills for each size of meter shall be the applicable service charge plus the charge for the following minimum quantities of water. For two month (bi-monthly) billing the minimum quantities of water shall be twice those shown:

5/8 in.	0 c.f.	2 in.	2,400 c.f.	8 in.	21,600 c.f.
3/4 in.	0 c.f.	3 in.	4,300 c.f.	10 in.	31,000 c.f.
1 in.	800 c.f.	4 in.	6,700 c.f.	12 in.	43,200 c.f.
1½ in.	1,300 c.f.	6 in.	13,500 c.f.	16 in.	86,400 c.f.

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

APPLICABLE WITHIN THE LIMITS OF THE
CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-2. FIRE SERVICE

Covering only straight fire service required by the regulations of the San Francisco Fire Department or the Underwriters having jurisdiction, installed and maintained according to the rules, regulations and specifications of the San Francisco Water Department and for which the installation charge has been paid in accordance with Schedule W-41:

FIRST: A SERVICE CHARGE

on all sizes of meters..............................$ 6.75 per month

SECOND: A CHARGE FOR WATER DELIVERED

(Minimum billing not to apply) SCHEDULE W-1

If water is used for any purpose other than extinguishing accidental fires, the Schedule W-1 rates for service charge, water delivered and minimum billing shall apply.

SCHEDULE W-3 PUBLIC USES.

Applying to all water furnished San Francisco Municipal Departments:
FIRE HYDRANTS attached to the system of the
San Francisco Water Department.................$ 6.75 per month

PUBLIC BUILDING, PARKS AND
OTHER METERED SERVICE...................................SCHEDULE W-1

STREET SPRINKLING AND FLUSHING. Quantities to be computed from records of tank wagons and billed as one amount. No service charge to apply...........................SCHEDULE W-1

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

APPLICABLE WITHIN THE LIMITS OF THE CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-4. DOCK AND SHIPPING SUPPLY.

For regularly metered service..........................SCHEDULE W-1

For SPECIAL SHIPPING SERVICE including hose truck and other special service from open docks through common hydrants where delivery is not through a service and meter for which the customer is responsible:

FIRST: A SERVICE CHARGE on each billing....................$ 6.75

SECOND: A CHARGE FOR WATER DELIVERED:

For the first.......	1,300 cu. ft......	94.507 cents per 100 cu. ft.
For the next........	2,000 cu. ft......	32.402 cents per 100 cu. ft.
For the next........	30,000 cu. ft......	28.622 cents per 100 cu. ft.
For the next........	300,000 cu. ft......	22.952 cents per 100 cu. ft.
For the next........	7,666,700 cu. ft......	17.281 cents per 100 cu. ft.
For the next........	8,000,000 cu. ft......	16.876 cents per 100 cu. ft.
For all over........	16,000,000 cu. ft......	16.471 cents per 100 cu. ft.

MINIMUM BILLING: In application of the special shipping rates, minimum bills shall be the service charge plus the charge for 1,300 cubic feet of water.

SCHEDULE W-5. BUILDERS' AND CONTRACTORS' SUPPLY FOR METERED SERVICE through fire hydrants and other metered services (Contractor to obtain permission for use of fire hydrants from the Board of Fire Commissioners):

FIRST: A METER CONNECTION CHARGE $ 13.50

SECOND: A SERVICE CHARGE and a CHARGE FOR WATER DELIVERED..SCHEDULE W-1

FOR UNMETERED SERVICE through fire hydrants and other unmetered services by special arrangement with San Francisco Water Department (Contractor to obtain permission for use of fire hydrants from the Board of Fire Commissioners):

FIRST: A service charge on each billing $ 13.50

SECOND: A charge for water delivered:

> To be based on the estimated quantities of water delivered as computed by the San Francisco Water Department and billed in accordance with Schedule W-1 rates.

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

APPLICABLE OUTSIDE THE LIMITS OF THE CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-21. RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND GENERAL USES.

Bills for all metered services, excepting fire, Palo Alto pipe line and resale services, shall consist of:

FIRST: A SERVICE CHARGE based on the size of meter. For two month (bi-monthly) billing the charge shall be twice the amounts shown:

5/8 in.......	$ 1.05	2 in.......	$ 7.75	8 in.......	$ 68.55
3/4 in.......	1.75	3 in.......	13.75	10 in.......	98.60
1 in.......	2.60	4 in.......	21.50	12 in.......	137.10
1½ in.......	4.35	6 in.......	42.95	16 in.......	274.35

The service charge for a battery of meters installed on one service in lieu of one meter or for a special type of meter shall be based on the size of single or multiple standard type meters of equivalent capacity.

SECOND: A CHARGE FOR WATER DELIVERED based on one month meter readings:

For the first.......	3,300 cu. ft.......	39.423 cents per 100 cu. ft.
For the next........	30,000 cu. ft.......	34.968 cents per 100 cu. ft.
For the next........	300,000 cu. ft.......	28.352 cents per 100 cu. ft.
For the next........	7,666,700 cu. ft.......	19.846 cents per 100 cu. ft.
For the next........	8,000,000 cu. ft.......	19.306 cents per 100 cu. ft.
For all over........	16,000,000 cu. ft.......	18.901 cents per 100 cu. ft.

OR SECOND: A CHARGE FOR WATER DELIVERED based on two month (bi-monthly) meter readings:

For the first.......	6,600 cu. ft.......	39.423 cents per 100 cu. ft.
For the next........	60,000 cu. ft.......	34.968 cents per 100 cu. ft.
For the next........	600,000 cu. ft.......	28.352 cents per 100 cu. ft.
For the next........	15,333,400 cu. ft.......	19.846 cents per 100 cu. ft.
For the next........	16,000,000 cu. ft.......	19.306 cents per 100 cu. ft.
For all over........	32,000,000 cu. ft.......	18.901 cents per 100 cu. ft.

MINIMUM BILLING: In application of the above rates, minimum bills for each size of meter shall be the applicable service charge plus the charge for the following minimum quantities of water. For two month (bi-monthly) billing the minimum quantities shall be twice those shown:

5/8 in.....	0 cu. ft.	2 in......	2.800 cu.ft	8 in.	25,400 cu.ft.
3/4 in.....	0 cu. ft.	3 in......	5,100 cu.ft	10 in.	36,500 cu.ft.
1 in.....	900 cu. ft.	4 in......	7,900 cu.ft	12 in.	50,800 cu.ft.
1½ in.....	1,600 cu. ft.	6 in......	15,900 cu.ft.	16 in.	101,600 cu.ft.

APPLICABLE OUTSIDE THE LIMITS OF THE CITY AND COUNTY OF SAN FRANCISCO

SCHEDULE W-22. FIRE SERVICE.

Covering only straight fire service required by the regulations of the Fire Department or the Underwriters having jurisdiction, installed and maintained according to the rules, regulations and specifications of the San Francisco Water Department and for which the installation charge has been paid in accordance with Schedule W-41:

FIRST: A MONTHLY SERVICE CHARGE based on the size of meter:

4 in......	$ 8.45	8 in......	$ 29.10	12 in......	$ 58.35
6 in......	18.20	10 in......	41.90	16 in......	116.35

SECOND: A CHARGE FOR WATER DELIVERED.
(Minimum billing not to apply).............Applicable Schedule.

If water is used for any purpose other than extinguishing accidental fires, the applicable schedule of rates for service charge, water delivered and minimum billing shall apply.

SCHEDULE W-23. PUBLIC USES.

FIRE HYDRANTS installed and maintained according to the rules, regulations and specifications of the San Francisco Water Department
....$ 10.10 per month
Other Public Uses.................................Applicable Schedule

SCHEDULE W-24. PALO ALTO PIPE LINE.

For service not covered by special contract or agreement:

FIRST: A SERVICE CHARGE................................SCHEDULE W-21

SECOND: A CHARGE FOR WATER DELIVERED................................

Applicable Schedule plus four and five one hundredths (4.05) cents per cubic feet.

SAN FRANCISCO WATER DEPARTMENT

Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

SCHEDULE W-25. RESALE USE WITH LONG TERM CONTRACT.

For service to Municipalities, Water Districts, and others who, under long term contracts, purchase water for resale, in whole or in part, as water:

FIRST: A SERVICE CHARGE.................................SCHEDULE W-21

SECOND: A CHARGE FOR WATER DELIVERED based on one month meter readings:

For the first.......	3,300 cu. ft........	38.073 cents per 100 cu.ft.
For the next........	30,000 cu. ft........	33.617 cents per 100 cu.ft.
For the next........	300,000 cu. ft........	27.002 cents per 100 cu.ft.
For the next........	7,666,700 cu. ft........	19.171 cents per 100 cu.ft.
For the next........	8,000,000 cu. ft........	18.631 cents per 100 cu.ft.
For all over........	16,000,000 cu. ft........	18.226 cents per 100 cu.ft.

THIRD: A DEMAND CHARGE of one and thirty five one hundredths (1.35) cent for each 100 cubic feet of water delivered in any monthly, or fraction thereof, billing period; provided that the demand charge shall not be less than 75 per cent of the highest such charge made in any one of the preceding eleven (11) months.

MINIMUM BILLING: In application of the above rates, minimum one month bills for each size of meter shall be the applicable service charge plus the charge, including the demand charge, for the following minimum quantities of water:

5/8 in.....	800 cu. ft.	2 in.....	5,700 cu. ft.	8 in...	50,800 cu.ft
3/4 in.....	1,300 cu. ft.	3 in.....	10,200 cu.ft.	10 in...	73,000 cu.ft.
1 in.....	1,900 cu. ft.	4 in.....	15,900 cu.ft.	12 in..	101,600 cu.ft.
1½ in.....	3,200 cu. ft.	6 in.....	31,800 cu.ft.	16 in..	203,200 cu.ft.

Where water for resale is delivered under an agreement requiring minimum billing charges differing from the above, the requirements of such agreement shall apply as to the minimum billing charges.

SAN FRANCISCO WATER DEPARTMENT
Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

SCHEDULE W-26. RESALE USE WITHOUT LONG TERM CONTRACT.

For service to Municipalities, Water Districts, and others who, without long term contracts, purchase water for resale, in whole or in part, as water:

FIRST: A SERVICE CHARGE SCHEDULE W-21

SECOND: A CHARGE FOR WATER DELIVERED based on one month meter readings:

For the first....... 3,300 cu. ft........41.178 cents per 100 cu. ft.
For the next........ 30,000 cu. ft........36.048 cents per 100 cu. ft.
For the next........300,000 cu. ft........28.622 cents per 100 cu. ft.
For all over........333,300 cu. ft........20.252 cents per 100 cu. ft.

THIRD: A DEMAND CHARGE of one and thirty five one hundredths (1.35) cent for each 100 cubic feet of water delivered in any monthly, or fraction thereof, billing period; provided that the demand charge shall not be less than 75 per cent of the highest such charge made in any one of the preceding eleven (11) months.

MINIMUM BILLING: In application of the above rates, minimum one month bills for each size of meter shall be the applicable service charge plus the charge, including the demand charge, for the following minimum quantities of water:

5/8 in..... 800 cu. ft.	2 in..... 5,700 cu. ft.	8 in..50,800 cu.ft.
3/4 in.....1,300 cu. ft.	3 in.....10,200 cu. ft.	10 in..73,000 cu.ft.
1 in.....1,900 cu. ft.	4 in.....15,900 cu. ft.	12 in.101,600 cu.ft.
1½ in.....3,200 cu. ft.	6 in.....31,800 cu. ft.	16 in.203,200 cu.ft.

Where water for resale is delivered under an agreement requiring minimum billing charges differing from the above, the requirements of such agreement shall apply as to the minimum billing charges.

SAN FRANCISCO WATER DEPARTMENT

Public Utilities Commission of San Francisco

RATE SCHEDULES FOR WATER SERVICE

SCHEDULE W-41. SERVICE INSTALLATIONS.

Applicable within and outside the limits of the City and County of San Francisco.

Connection charges for installation of water services:

Size	Standard Service	Fire Service
5/8 to 1 in.	$210.00	$310.00
1½ in.	290.00	405.00
2 in.	320.00	450.00

Twenty (20) per cent of the charge for standard service installation shall be deducted when any of the foregoing are installed at the time of water main installation.

Connection charge for each additional meter on an existing or new service for residential and small commercial use is $50.00.

Reset charge for installing a meter on an existing useable service is $20.00.

For installations not listed above or when in the opinion of the Department any unusual conditions may result in costs appreciably more than the above charges, the Department reserves the right to make the installation on the basis of actual costs.

All pipe, valves, fittings, equipment, materials, meters, etc., up to and including the outlet equipment shall remain the property of the Department and no part of the cost will be refunded.

6/25

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT
FOR APRIL 1974

ORAL L. MOORE
Acting General Manager

MUNI MAN OF THE MONTH

Gripman Pete Pavlukevich is April's Muni Man of the Month. He told us that he enjoys meeting the passengers, most of them tourists, and answering their questions. A nominating letter related that Pete's attention to his job and his honesty resulted in the recovery of a purse and thereby the means of continuing a San Francisco vacation.

TRANSPORTATION

Special Transit Service

The opening day home game for the San Francisco Giants was held April 5. Two thousand and sixty fans rode the Muni to and from Candlestick Park. Thirty-seven coaches were used for the post game service.

Additional Manpower - Better Service

Being able to hire new operators has had high impact on reducing missed runs. due to manpower shortages

Police Patrols

An arrangement has been worked out with the San Francisco Police Department to make frequent patrols at Forest Hill Station in an effort to reduce criminal activity.

New Security System

More effective property protection has been initiated at the complex composed of the Geneva and Ocean Divisions and the Elkton Shops. The watchman, under the supervision of the Geneva Dispatcher, will continuously patrol the area using a variable route pattern that is assigned and verified by clock checks.

TRAFFIC & SCHEDULES

Line No. 28 - 19th Avenue

On May 14, the Public Utilities Commission approved Muni's recommendation to add Saturday, Sunday, and holiday service to the route extension through the Presidio. This service will begin on Sunday, June 16, at which time people on recreation can begin enjoying the Great Circle Route as much as commuters have on weekdays.

Range Sheets

Range sheets were revised so that the format aids payroll calculations and provides operators with more complete information. The revised format will begin to be used on June 16, coincidental with a sign-up.

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1973-74	
Filed - prior months	2071	$28,627,014.38
Filed - April, 1974	265	5,905,261,62
Totals	2336	$34,532,276.00

	1972-73	
Filed - prior months	2063	$26,592,007.25
Filed - April, 1973	285	3,339,532.69
Totals	2348	$29,931,539.94

Claim Settlements

Budgeted: (1973-74)			$2,800,000.00
Settled - prior months	1339	$2,272,777.67	
Settled - April	167	145,294.92	
Total	1506		$2,418,072.59
Balance			$ 381,927.41

PERSONNEL AND SAFETY

Accidents - April

Total Accidents This Month		Increase or (Decrease)		Total Accidents July thru April		Increase or (Decrease)	
1974	1973	No.	%	1973-74	1972-73	No.	%
418	474	(56)	(11.8)	4,945	5,077	(132)	(2.6)

The Ocean Division had 6.8 traffic accidents per 100,000 miles -- the lowest rate of the six Transportation Divisions

The Kirkland Division showed the most improvement with 36.8% fewer accidents for April than their three-year average

Complete accident statistics are presented in a separate monthly report that is submitted by the PUC Director of Personnel and Safety.

ACCOUNTING AND FINANCE

Correction

There were two errors in the quarterly figures presented in the March report. The data is therefore presented again with the corrections underlined.

	Revenue Passengers	Passenger Revenue
1st Qtr: July, Aug., & Sept., 1973	29,856,680	$6,403,710
2nd Qtr: Oct., Nov., & Dec., 1973	29,254,050	6,275,810
3rd Qtr: Jan., Feb., & March, 1974	26,349,150	5,666,000

During April, Muni served 9,926,113 passengers for $2,177,404.

The figures given for revenue passengers do not include persons boarding with a transfer. They are counted only at the time a fare is paid.

WAYS AND STRUCTURES

In addition to routine work, the following special projects were accomplished.

Removal of debris from the loft of the Twin Peaks Tunnel.

Installation of switch boxes and other appurtenances in assistance to Hetch Hetchy's Line Division.

Installation of the fourth waiting shelter, which was put up at Geneva Avenue and Mission Street.

TRANSIT IMPROVEMENT PROGRAM

Cable Car Boarding Facilities at Victorian Park

On April 15, 1974, TIP received bids for Contract No. MR-611 for the construction of cable car boarding facilities at Victorian Park. Five bids were received and the low bid was submitted by the firm of Charles O. Jones, Co., Inc., in the lump sum amount of $136,000.00. Award of contract to the low bidder was made by the Public Utilities Commission on April 23, 1974. Completion of this project will alleviate cable car boarding congestion and improve fare collecting functions.

Professional Services for Design of Cable Car Rolling Stock

The agreement with Thomas T. Lunde to provide professional services in the design of cable car system rolling stock has been executed and certified by the Controller. "Notice to Proceed" will be sent to the Consultant in May. The standardized plans and specifications thus provided by the Consultant will be used to construct three new cable cars. Other cars will be rebuilt from these plans.

New Passenger Waiting Shelters

Four shelters were installed under an experimental program to test rider reactions and durability of shelters manufactured by various companies. Favorable comments have been received. A program to erect approximately 50 additional shelters at selected locations throughout the City is now in progress. The number of shelters erected will depend on the available funds. The Art Commission has approved the design of the shelters.

Twin Peaks Tunnel Track Reconstruction

Track work on the outbound track is well under way with 70% being completed. The Contractor, G. M. Shupe Co., Inc. is doing all work during the contract specified 10:00 PM to 5:30 AM shutdown period. The average amount of single track rerailing this month has been 351 feet nightly.

Professional Services for Twin Peaks Tunnel Structural Repairs

After receiving and evaluating proposals from three structural engineering firms, DeLeuw Cather & Company was selected for the design and preparation of plans and specifications for the required structural repairs at an approximate cost of $71,000. Award of the contract has been made by the Public Utilities Commission subject to concurrence by the Urban Mass Transportation Administration.

Twin Peaks Tunnel Ventilation Plenum Cleaning

Asian Janitorial Service has been contracted to clean the floor of the existing ventilation plenum. The need for this work is to remove the 57-year accumulation of dust in order to allow the consultant, DeLeuw Cather, a better visual inspection to determine the defects of the tunnel.

Rerailing N Line

On April 10, 1974, the Department of Public Works received bids for street improvements and track reconstruction on Judah Street. Four bids were received, and the low bid was submitted by the firm of Homer J. Olsen, Inc. Recommendation to DPW to award the contract to the low bidder has been made by the TIP Control Group. This joint Muni Railway/Hetch Hetchy/Department of Public Works project consists generally of track reconstruction on a new semi-exclusive raised right-of-way, undergrounding of electric feeders, sewer work, narrowing of sidewalks, and street resurfacing.

Professional Services for Surveying of Streetcar and Cable Car Lines

The firm of George S. Nolte and Associates was selected for the surveying services with "Notice to Proceed" given on April 17, 1974. The field survey of Priority 1, "L" Line has begun. Cost of the entire survey is set not to exceed $35,390.

MONTHLY REPORT FOR JUNE 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 99% to 165% of normal as of June 14; Alameda watersheds averaged from 124% to 137% of normal for the same period.

2. Hetch Hetchy water import: An average of 157.5 million gallons per day (MGD) for the month of May.

3. Sunol Valley Filtration Plant treated 65.6 MGD.
   San Andreas Filtration Plant treated 49.2 MGD.

4. Consumption (MGD average):

   May 1974 - 293.9)
   May 1973 - 318.4) 7.7 per cent less

   12 months preceding

   June 1, 1974 - 247.6)
   June 1, 1973 - 248.0) 0.2 per cent less

5. Storage (million gallons) as of June 14:

   Alameda Div.

   1974 - 22,909)
   1973 - 34,555) 33.7 per cent less

   Peninsula Div.

   1974 - 22,332)
   1973 - 20,945) 6.6 per cent more

   Total

   1974 - 45,241)
   1973 - 55,500) 18.5 per cent less

Operations and Maintenance

BARTD

Embarcadero Station

Shop drawings for water main at Market and Main Streets were reviewed and approved.

Water Department Deputies School

Two Water Department Deputies who issue citations at the southern end of Calaveras Reservoir are presently enrolled in a San Mateo Sheriff's Office course designed under a recently added section to the State Penal Code to qualify such Deputies for this duty.

Vandalism

Damage to the Sunol Dam Valve House by vandals was so extensive the building has been torn down and will be replaced by a concrete vault.

Vandals also took the Stevens Recorder from its shelter and threw it into the creek. The instrument which costs about $700 new is presently being examined to determine whether it can be repaired.

Water Rates

A meeting was held in the Executive Office of the Department on May 24 with representatives of our suburban consumers to discuss the final report of our consultants. All concurred that we should proceed with securing approval of the increase with an effective date of September 1, 1974.

Earthquake Workshop

Mr. Frye, Mr. Bardoff and Mr. Matsumura attended an Earthquake Workshop on May 29 conducted by Mr. Ed Joyce, Director of Emergency Services for San Francisco. Federal and State officials involved in emergency planning were also in attendance. The San Francisco Earthquake Response Plan was discussed and the check list of actions to be taken were gone into in some detail.

Watershed Recreation Plan

Mr. Frye presided over a meeting on June 6 to receive the preliminary report of EDAW on its plans for recreational development of the Crystal Springs watershed. The meeting

was held at 7:30 p.m. in Room 282 of City Hall. The Chairmen, Supervisor William Royer and Mr. Michael Painter, and members of the San Mateo and San Francisco Citizens Advisory Committees were present. About thirty members of the general public were in attendance and asked questions at the end of the presentation. This was an informational hearing and no decisions were made. Public hearings are scheduled for June 19 and July 1 in San Mateo County, and the San Francisco Committee hearing is scheduled for June 26.

Water Sales

Total Collections

May 1974	May 1973	Decrease
$2,053,159	$2,091,846	$37,687

Net Paying Sales

Fiscal Year 1973-1974	Fiscal Year 1972-1973	Increase
$22,815,924	$22,625,871	$190,053

Leases and Permits

Rents for the month of April included:

Santa Clara Sand and Gravel	$ 6,724.87
Crystal Springs Golf Course	5,197.65

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 11 vehicles.

Vehicular Accidents

During the month of May there were 2 accidents in 1 of which the Department driver was at fault. Our frequency rate for all accidents was 9.92 per million miles while driving 201,576 miles.

Industrial Accidents

There were no lost time injuries in May. There are a total of 11 for the calendar year.

Service Renewals

	May 1974	Fiscal Year 1973-1974
Replacement of old, corroded, or undersized piping	462	3,126

Meter Repairs

	May 1974	Fiscal Year 1973-1974
CDD - all sizes	329	3,784
Peninsula (inspected and repaired as needed)	-0-	-0-
Contract Program 1, 1-1/2, and 2-inch	13	135

Flushing

There was no area flushing for the month due to training of a promoted Foreman to Flushing Gateman.

	May 1974	Fiscal Year 1973-1974
Mains (all sizes) Linear Feet	-0-	-0-
Number of individual flushings to correct objectionable conditions	20	202

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

May 31, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT Actual	COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 144,445.05	7	18		
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	3,313,463.18	82	84	85	Delayed by rain. Work now progressing at normal rate.
-1595	Structural and Walkway Repairs to Dumbarton Pipeline Bridge	255,468.00	89,540.77	66	78		
WD-1600	Construction of Centralised Data Acquisition and Control System for C.D.D.	322,905.00	46,461.60	38	100	166 c.d.	Contractor has most of the system equipment at his plant. Has started installation.
-1619	Laying of 16" D.I. & 18" Steel Mains in Turk & Filbert Sts.	205,487.00	12,901.46	46	100	76	Contractor reducing days behind schedule.
D-1628	Excavation and Repaving for Water Service Trenches	98,000.00	27,275.62	73	60		
D-1636	Cement Mortar Line 16", 20", 22" & 24" Pipe in Battery, Sansome, Scott & Other Streets	324,140.00	92,241.00	60	98	30	Unknown bends in existing mains & equipment failures slowing progress.
D-1641	Laying of 6" & 8" D.I. Mains in Filbert, Mason, Union & Powell Sts.	172,305.00	0	3	5		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

May 31, 1974

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1626	Excavation and Repaving for Water Service Trenches	May 17, 1974
WD-1632	Laying of 6" & 8" D.I. Mains in Gough, Sacramento and California Streets	May 24, 1974
WD-1639	Laying of 6" D.I. Main in Yale, Princeton and Amherst Sts.	May 13, 1974